

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 29.78

(ESTABLISHED 1881.)

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June 24 1915, Temperature 6 a.m. 83 2 p.m. 80
Humidity 79 66

June 24 1914, Temperature 6 a.m. 78 2 p.m. 83
Humidity 92 84

2955 日二十月五

THURSDAY, JUNE 24, 1915.

四時鐘 四廿六六六 SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

TO-DAY'S LATEST WAR TELEGRAMS

WAR TELEGRAMS.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Italian fleet has taken over the guard of Adriatic.

City circles regard the new loan with enthusiasm.

The French are continuing their advance in the Vosges and have repulsed enemy attacks in other directions.

A meeting of the Shanghai Overseas Club has resolved to urge the Government to prevent enemy trading in China.

Earl Kitchener has written to Mr. Ben Tillett saying that the Government is doing all in its power to keep the men in the trenches supplied with ammunition.

There is still great uncertainty as to how the battle of Lemberg will end. The Russians have made considerable progress and are pursuing the enemy across the Dniester.

An Exports Restriction Bill has been passed by the House of Commons, which will prohibit the export of any goods to Holland, except through the Netherlands Overseas Trust.

NEWS.

The cargo of Opium on board the s.s. Nubia has been saved.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Lox Book on page 8.

A Charity Polo match played between teams representing Ireland and the Rest went to the latter by four goals to one; proceeds will be devoted to the Belgian Orphan Fund.

A meeting of the Legislative Council was held this afternoon when His Excellency made reference to German women and children in the Colony and other important matters.

Philippine Government and the Unemployed.

The bureau of public works is the first of the insular government offices to come to the front with a generous offer to provide for the unemployed Americans in this city, says the Manila Bulletin of June 18. Yesterday the committee which has represented them out of work was informed that the bureau would be able to place a considerable number of them, the work being the handling of structural iron and heavy building materials. For this temporary employment the bureau is willing to pay the men at the rate of P2 per day, or P12 per week. Investigation reveals the fact that a meal ticket cannot be secured for less than P13 for 21 meals, but the bureau's offer, it is said, would enable a single man to get along with a few reefs in his belt.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Saturday June 26.
Sale of Groundnuts, G. P. Lammert's Sales Room—11 a.m.
Wednesday June 30.
Sale of Curios & China, G. P. Lammert's Sales Room—2.30 p.m.
Corinthian Yacht Club General meeting—8 p.m.

GERMAN HARVESTS A COMPLETE FAILURE.

ENEMY FLEEING ACROSS THE DNIESTER.

Continued Interest in New War Loan.

POPE INTERVIEWED BY FRENCH JOURNAL.

[Reuter's Service to The "Telegraph."]

RUSSIAN COMMUNIQUE.

ENEMY FLEE ACROSS THE DNIESTER.

June 23, 11.55 a.m.
Reuter's correspondent at Petrograd states that the battle for Lemberg is more uncertain than ever. General von Mackensen is ominously quiescent, and is perhaps resting his exhausted troops or preparing for another swing.

A communique says:—There have been undoubted Russian successes. Assuming the offensive we crossed the Tanew River during the night time and bayoneted the Austrians. The enemy made most desperate attack in the region of Rivausska but were completely repulsed, the Russians taking 840 prisoners, twenty officers and machine guns.

The communique adds "In the direction of Lemberg there has been some firing."

The Russians have secured an important success on the Dniester below Nijniok. The Austrians have been sending across the Dniester strong forces with which the Russians have been engaged for a week in desperate battle. This ended on Monday, at dawn, in a complete success for us, we carrying forfeited positions, farms and villages. Already we have taken 3,500 prisoners and many machine guns. The enemy, in full flight, fell across the Dniester and, the Cossacks pursuing, crossed four enemy bridges. They continue to pursue the enemy on the right bank of the river. The enemy are also retreating from the adjacent villages, though, at the town of Zaleschiki they are holding their ground behind entanglements. On Monday night we stormed three villages, taking over one thousand prisoners and machine guns.

OUR ABLE FINANCIERS.

June 23 2 p.m.
City circles regard the war loan as showing that we still possess most able financiers. They are of opinion that it was almost a stroke of genius to evolve a method of providing a hundred million from fresh resources through conversion. The operation, simultaneously increasing the value of previous loan, is a welcome feature. In yesterday's market there was a large turnover of American bonds which were sold for the purpose of taking up the war loan. These sales resulted in the restoration of New York exchange on London to a more normal level, and altogether the financial outlook is brighter.

EARL KITCHENER AND MR. TILLET.

June 23, 2 p.m.
Earl Kitchener has written to Mr. Ben Tillett as follows:—"I am much obliged to you for your letter giving such an interesting description of the feelings of the men in the trenches. There is no doubt that they fought splendidly against a foe who used the most dastardly means in their conduct of the campaign. We are doing all in our power to give them the munitions they require."

ITALIAN FLEET TO GUARD THE ADRIATIC.

June 22, 10.15 p.m.
Reuter's correspondent in Paris says that the Italian fleet has taken over the immediate guard of the Adriatic. This is notified by an order of the day of the French Admiral-in-Chief, who praises the endurance of the bluejackets who have been engaged for ten months in this region.

AN EXPORTATIONS RESTRICTION BILL.

June 22, 10.15 p.m.
The House of Commons to-night passed an Exports Restriction Bill, the first effect of which will be to prohibit the export of any goods to Holland except through the Netherlands Overseas Trust, which guarantees that no goods shall reach an enemy destination.

Mr. Pretyman declared that already there had been a partial arrangement with this body which, he believed, had kept its obligations. He hoped that new arrangements would be made for the arrest of trade now certainly passing through Holland into Germany. The Bill could be extended to other neutral countries. It contained penalties of fine or imprisonment.

Sir J. H. Dalziel welcomed the Government's acknowledgment that goods were going into Germany. He said that there were insufficient warehouses in Copenhagen to hold all the cotton imported, and that whole streets were filled with bales destined for Germany.

MENTIONED IN DESPATCHES.

June 22, 3.50 p.m.
A Gazette of forty pages contains Field Marshal French's list of those mentioned in the despatches dated May 31. It comprises men of all ranks and arms, and many Canadians and Indians.

Later, June 22, 9.45 p.m.
The Gazette includes the name of Wilson Mills, Distinguished Service Cross, "for destroying a Zeppelin in a shed at Evers." Some three hundred have been awarded Distinguished Conduct Medals including some for gallantry in East Africa:—C. Arnall; J. Cunningham, M. Lawlor, T. Smith, W. Taylor, T. Boyle, R. Woodward, all from the North Lancs. Regiment. A Cooke, P. R. Hutton, G. Le Blanc Smith, East African Mounted Rifles, A. J. Drake, E. O. Sullivan, Indian Maxims, Signaller N. Lobb and Indian Telegraphist W. Preston.

June 23, 2.00 p.m.
The Gazette contains twenty-eight pages of military Birthday honours for services in the field:—

G. C. B. General Haig.
K. C. B. Major Generals E. R. Graham, T. Morland, T. Snow, F. J. Davies, H. H. Wilson, H. F. Wilson.
G. O. M. G. General Smith-Dorrien and Willcocks.
K. O. M. G. General J. Maxwell, O. Macready, W. Birdwood.
V. C. Lt. Col. O. Doughty Wylie and Captain G. N. Walford.

On April 26, after the landing on the beach of the Gallipoli peninsula, during which the Brigadier General and Brigadier Major were killed, Colonel Doughty Wylie and Captain Walford organised an led an attack through the village of S-ddeh Bahr. The enemy position was held and entrenched most strongly and defended by concealed machine guns and pom-poms. It was mainly due to the initiative, skill and great gallantry of the two officers that the attack was a complete success. Both were killed in the moment of victory.

The list of persons mentioned in the despatches contains fifty-eight women—matrons of hospitals, nurses etc., including some from the Dominions.

GERMAN HARVESTS A FAILURE.

June 23, 6.45 p.m.
Reuter's correspondent in Amsterdam says that the German harvests are a complete failure. In some districts there is drought; also the fruit is falling on the grass and withering.

FRENCH COMMUNIQUE.

June 22, 3.50 p.m.
The official communique published at Paris says:—Fifteen long range shells have been dropped again in Dunkirk this morning, and our heavy batteries concentrated on the enemy gun.
The German counter-attack north of Arras ceased in the morning and there was only a violent artillery duel during the day.
German attacks on the heights of the Meuse, at Woivre and in Lorraine have been repulsed. The French continue to advance in the Vosges.

THE STOCK EXCHANGE AND THE LOAN.

June 23, 1.40 a.m.
The Stock Exchange is engrossed with the new loan. The conditions are unanimously approved. A huge business has been done in conversions; the old loan advanced to 95, and recent Colonial issues from a half to three quarters per cent. under that, yesterday.
Already, as predicted, the loan has been a triumphant success and its popularity is evident, especially the privilege of conversion of consols. The applicants enjoy rights in any future loans, which are also highly appreciated. Another source of success has been the tapping of small accumulations in taking out vouchers instead of putting the money in the ordinary savings banks.

AN INTERESTING SUMMARY.

(Havas Telegram.)

June 21.
French stock now stands at 71.30.
We realised sensible progress north of Arras and west of Peronne. An enemy attack, preceded by explosion of mine furnaces, was stopped dead; all gains were maintained on the heights of Meuse. In Lorraine we occupied, near Reillon, the enemy's lines and trenches and took 20 prisoners. We stormed a spur and small hills in the neighbourhood of Bonhomme village. In the Fecht valley we progressed taking 150 prisoners.
Petrograd.—(official) On the Dniester we fought stubbornly; the enemy crossed over the river progressing above Nijniok but we threw them back with the bayonet, inflicting very heavy losses and taking 2,000 prisoners.

The Pope, interviewed, declared that he loves all the faithful in the same manner and it is impossible for him now to pronounce a judgment on the atrocities, which are besides denied by the Germans; but when the war is over he will publish a Syllabus establishing and dishonouring the responsible parties.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

THE STRUGGLE FOR LEMBERG.

June 22, 2.15 p.m.
Russian Military experts do not conceal the probability of the fall of Lemberg, although a last desperate stand is being made nearer the city behind the Grodek lines. But the town is not strongly fortified, and even the Austrians last September did not attempt its defence. A German phalanx is approaching the town from the north by way of Rawa Russka making a wide, encircling movement, while the Austrians are advancing from the south-west. The Russians, however, have succeeded thus far in retiring in good order; hence the Germans' victory is incomplete, while they are confronted with a practically unbroken front, possessing unimpaired potentialities for an offensive which will make themselves felt at the most favourable opportunity. The situation is somewhat akin to that on the Western front on the occasion of General Joffre's retirement upon the Marne. The strength of the Russian positions upon the Tanew front make the enemy's offensive northwards improbable.

WHY BOTHA'S MOVE WAS SLOW.

June 22, 2.15 p.m.
Reuter's correspondent at Pretoria says that since the occupation of Windhoek, General Botha's movements have been hindered by lack of supplies. The troops have been on half, and even on quarter, rations. Replenishment now permits of the resumption of active hostilities, which are likely to be effective.

THE DARDANELLES—A BELATED REPORT.

June 22, 12.45 p.m.
Reuter's correspondent, writing from the Dardanelles on the 22nd May, says: "I have just returned from a visit to the front trenches of the Australians and New Zealanders who repelled the grand Turkish attack of the 18th. The periscope, which is the only method of viewing the ground, owing to the proximity of trenches, still reveals abundant evidence of the enemy's terrible punishment. Everywhere the dead lie single or in groups, sometimes too thick for counting. The attack began at midnight on the 18th. The day before was quiet until evening, when the enemy opened with a furious bombardment of all calibres. When the Turks finished wasting their ammunition it was found that practically no damage had been done. But the Turks, holding a different view, opened their attack at midnight with a heavy fusillade and advanced their whole line at three in the morning most bravely against a murderous fire. At some points they reached the trenches, only to be shot down at point-blank range. Many also were killed in the trenches. The attacks were repeated at short intervals with the same disastrous result. At no point did our men even look like giving way. The last grand attack was launched at noon on Wednesday after another thunderous bombardment. It also withered before a blast of rifle and Maxim fire. The Turkish dead lay in ghastly piles, hundreds being counted on the front short segments of the line. From the prisoners we learned that the enemy had brought up an entirely fresh division for the attack, which, according to our computation, lost half its strength. This agrees with the estimates of prisoners who say that only fifty percent. returned from the successive attacks.

The battle had its sequel next day which shows that the Turks are learning the tricks of their German masters. Late in the afternoon Red Crescent flags were answered by ours and Turkish stretcher bearers appeared between the lines evidently intending to remove the wounded. Simultaneously a Turkish officer, accompanied by two surgeons, approached the lines. The Australian General went to meet them and they asked for an armistice to remove their dead and wounded. "The hour and conditions," says our official report, "were calculated to excite suspicion right away. Night was approaching and the enemy's trenches were lined with double rows of armed men. Glancing at the bristling trenches the Australian General said that if the Turkish officer returned at a reasonable hour in the morning they might exchange letters on the subject. Meanwhile hostilities would be resumed after ten minutes' grace. We had not long to wait before our suspicions were justified that, under the cloak of humanity, the enemy was seeking to profit by darkness in order to escape the fire of our artillery which has caused them such heavy losses."

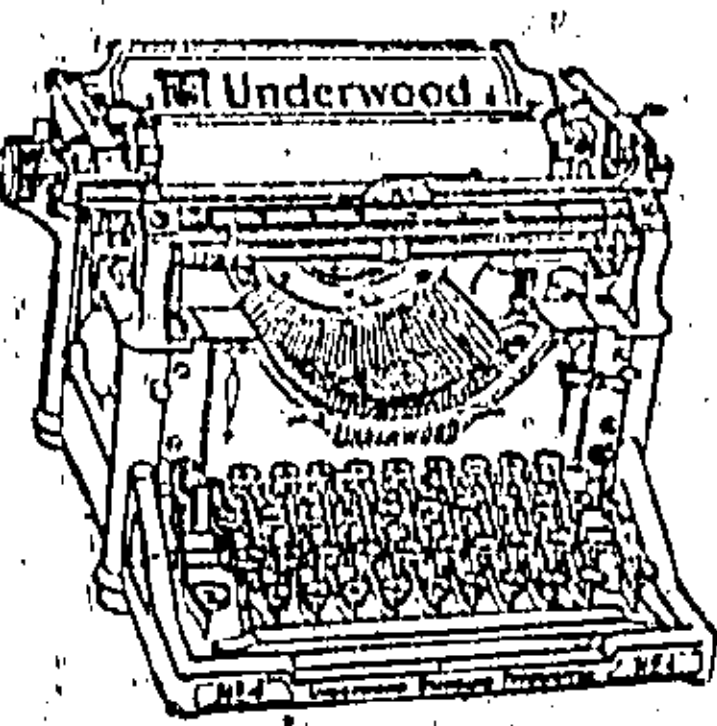
The General having seen through the manoeuvre they tried another trick. The masses in the trenches advanced with fixed bayonets behind a screen of weaponless soldiers, who held up their hands as though eager to surrender. But the ruse was detected immediately. The Turks also paid dearly for an attempt to abuse the privileges of the Red Cross flag. The enemy then started a bombardment lasting until dark, after which rifles and Maxims maintained the combat till, at four in the morning, the enemy tried one more rush but lacked vigour and was speedily repelled to the trenches. General Von Sander's three days' attempt, first by fair and then by foul means, to drive the Australians into the sea had failed.

(Continued on page 10.)

NOTICES

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Chinese examination, and is pos-
sessed of a first rate certificate
as a Chinese teacher. He has also
a good knowledge of Mandarin
and Hakka.

Those who intend learning the
Chinese language are requested
to write c/o "Hongkong Tele-
graph" office or direct to No. 160,
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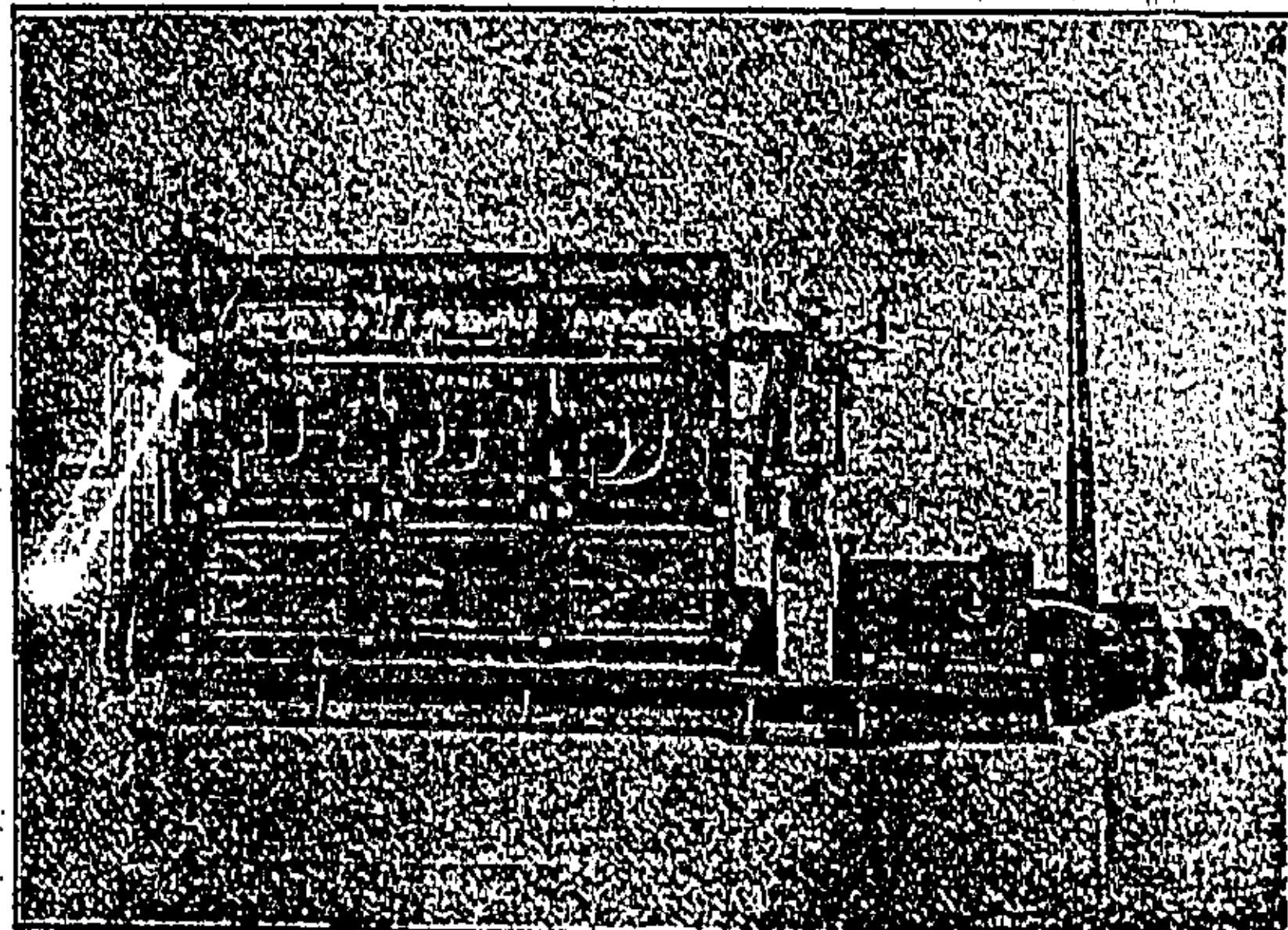
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OUR CONTEMPORARIES.

South China Morning Post.

Greece and the War.
M. Venizelos when again re-
turned to power took a foremost
part in the organisation of the
Balkan League. He realised,
and frankly said, that Greece was
not strong enough alone to make
good her claims to Crete, and her
claims to territory in Macedonia;
but aided by neighbours who
had equal interests in sweeping
the Turks from a great part
of their European territory,
she could assert her rights.
The successful formation of the
Balkan League, the events
of the war, and the triumphant
annexation of Crete amid the en-
thusiasm of the inhabitants, to-
gether with the conquest of a
great part of Macedonia, will be
fresh in the memory of the public.
Owing to the illness of King
Constantine the existing Govern-
ment continues in office and no
definite statement as to the future
policy of Greece regarding the
war will be made until the 20th
of next month. But little straws
show how the wind blows and the
statement of M. Venizelos quoted
above may be accepted as an in-
dication of Greek intentions at
no distant date.

Daily Press.

The Railway in China.

A great proportion of the ex-
ports from China are of a bulky
and inexpensive character, and
an increase in the trade is de-
pendent upon improvement in
transport. Under the conditions
generally prevailing the difficul-
ties and cost of transport limit
production to the needs of cir-
cumscripted areas, and it is
only when new country is
opened up, by the opportunities
offered by a new port or
by the coming of a railway, that
producers find it profitable to
extend their operations. To meet
the national obligations an in-
crease in exports is absolutely
necessary, and it is encouraging
to see that such increase may be
confidently anticipated to follow
the development of the railway
system. Unfortunately, the great
war, which is costing the nations
involved so dearly, has interfered
very seriously with the further
progress of railway development
in China, and though, as Mr.
Taylor remarks in his report, the
war has had the good effect of
leading the Chinese Government to
rely more upon the national
resources, these are manifestly
unequal to the task of maintain-
ing the rate of progress in rail-
way development in China which
has marked the last fifteen years,
in which period something like
eight thousand miles of railway
have been constructed in China.

China Mail.

The Supply of Munitions in
Germany and France.

In France, to-day, the produc-
tion of projectiles of all sizes
amounts to 600 against the 100
considered sufficient at the com-
mencement of hostilities; and in
a short time it will be as much
as 900 to 100. What we have
managed to obtain with regard to
projectiles we have, of course,
done for the production of powder
and explosives; the results are
even better, for we have created
some new engines, necessary for
fighting in the trenches, such as
bombthrowers, grenades, etc. As
regards our heavy artillery, since
the beginning of the war we have
increased the number of our
batteries sevenfold.

As to the supply of British
munitions recent telegrams point
to the wonderful work being done
under the splendid organisation of
Mr. Lloyd George. The British are
a thoroughly practical nation and,
having realised the necessity for
a certain course, they never fail
to adhere to it with determination
and tenacity. They are grappling
with the munitions question with
a whole-hearted enthusiasm that
cannot but be effective, realising
that in supplying the vast quanti-
ties necessary and in utilising
their enormous financial resources
they will thus with certainty
bring the war to a victorious
conclusion.

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MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

GENERAL NEWS.

"Fahrstuhlfahrerinnen."
In Germany the lifts in hotels, shops, and other buildings are now run exclusively by girls. The word "lift" is barred, and the young women rejoice in the name of "Fahrstuhlfahrerinnen" which means literally "Ranning-chair drivers."

Serving Veils for Soldiers.
The war time activity of the women of South Africa takes the form of making numberless veils to protect the soldiers of General Botha's army from attacks of mosquitoes, sandflies, and other disease carrying insects. The veils cover the head and neck and are tucked into the tunic.

A Kuala Lumpur Wedding.
The marriage was solemnized at St. Mary's Church, Kuala Lumpur, recently, of Mr. George Grant, of the Federated Engineering Company, Ltd., and formerly of Elgin, Scotland, to Miss Carrie Muriel Atkinson, of Sydney, Australia. The ceremony was performed by the Chaplain of Selangor, the Rev. W. S. Kelley; Mr. L. P. Hickey was best man; while the bride was attended by Mrs. Lebridge Stevens and two little bridesmaids. After the wedding reception and wedding breakfast were held at the Empire Hotel, and later Mr. and Mrs. Grant left for Ginting Simbah, where the honeymoon is being spent.—Exchange.

Seditious Literature in China.
The Shanghai Chinese authorities have received instructions from the Central Government through Governor Chi of Nanking, that in view of the many seditious preachings spread by the rebel party during the course of the Sino-Japanese negotiations with the aim of causing a breach in diplomatic relations between the two countries during which they could effect a rising, and that after having been disappointed, many false accusations have been levelled against the Government, doubtless with the object of discrediting the authorities, all publications of a seditious character, such as "A Fundamental Talk on How to Save the Country," "The Memorial Novel," "The Patriots' Evening News," "The 5 and 7 Report," etc., shall be suppressed.

Shanghai Foot Hounds.
On Sunday the meet was at Unkaza, and shortly after 8 a.m. hounds moved off to draw the Buck of Beyond reed beds with a fair-sized field, considering the early hour, in attendance say the N. C. Daily News. Several isolated patches of reeds near the small lake were drawn blank, but a civet was quickly found in the main patch. It was not long before hounds forced him out at the top end and hunted him along the connecting creek to the top end of the big lake. After rattling him round the marshy patch several times, hounds broke cover with a hare in front of them, but were quickly whipped off and taken back. Re-finding the civet, they swam him down the creek to the big reed bed, up and down which they hunted for a long time. Near the bottom end he at length gave them the slip, and a cast back proving fruitless, he was given up. Opium-Suppression Policy in China.

The International Anti-Opium Association has submitted a second petition to the Chinese Government, vehemently protesting against the recently introduced surtax on opium. It gives four reasons why such a surtax should not be imposed: (1) It is contrary to Opium Suppression Policy. (2) It is inconsistent with law and unjust to the people. (3) The Government breaks faith. (4) The opium-suppression policy is damaged. It winds up by stating that even if the Government were in extreme want of money, it should still strive to preserve its dignity a little, and that if such a course could be pursued, it would be much better to sell some important districts to foreign countries which would pay a price hundreds of times what could be got out of such a misdeed.

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THE WAR ON BOTH FRONTS.

An Explanation of the Recent German Offensive.

The first phase of the war was Germany's effort to crush France at a single stroke, writes A. H. Pollen in the *Sunday Chronicle*. The plan was to seize the Belgian railway system, rush an army of 2½ million men straight through into Northern France, to overwhelm whatever forces the French had in the north, and then roll back the main French army and get between this force and Paris. A second German army was in the meantime to attack the Toul-Verdun line from the east, so as to virtually surround the French. In six weeks the defeat of the French and the surrender of Paris were to be accomplished.

Three factors were necessary for the success of this plan. First, the German mobilisation was to be complete at least ten days before the French; next, Belgium was to make no resistance, and to leave its railway system intact, so that the mobilised German army could debouch at twenty points on the French territory while France was still unprepared; the speed of the operation was to make it utterly impossible for any English expeditionary force to figure in the French fighting at all.

Those Altered Plans.

But only the first of these three factors materialised. So far from France being conquered, therefore, nine months of war have only ten Departments of France in German hands, and for six months the prospect of conquering France has been hopeless.

According to the original programme, Austria was to hold Russia while the lightning conquest of France was proceeding; and, the conquest of France having failed, Germany had next to direct its efforts to a new campaign, the objective of which was beating the Russian Army so far back that its intervention in the western campaign would be impossible. Germany, of course, never contemplated the possibility of conquering Russia altogether in the way in which she contemplated the conquest of France, but had she been able to take Warsaw all railway communications between North and Eastern Russia and Galicia and Poland would have been made impossible, and comparatively small forces of Germans could have held the Russian indefinitely at bay.

From mid-November, then, until the middle of February came the second great phase of the war—the attempt to hamstring Russia. But this attempt failed more signally than the attempt to conquer France, for Russia has established an impregnable line from the Baltic provinces to the South of Poland, and during March and April, while holding this line, embarked upon the tremendous task of crossing the Carpathians and beginning the invasion of Hungary. From the commencement of this effort, the German offensive campaign of conquest definitely ended, and the third

phase of the war began—namely, that in which Germany has to do her utmost to prevent the Allies carrying out successfully on her the conquering invasion which she has failed to carry out on either of them.

Really Defensive Strokes.
This effort to prevent the invasion of Germany, while strictly defensive in purpose, must be carried out by a series of offensive strokes against the forces which threaten the invasion. Thus we have seen two separate German armies sent, one to strengthen the Austrian lines east of Munkacs and another to help the Archduke Ferdinand, who is holding the line between Southern Poland and the Carpathians on the west of the Russian positions. A fortnight ago, it looked as if the main effort to stop the progress of the Russians would be made in the Carpathians themselves, or from the eastern end of them. Within the last week, it has become clear that the main effort is being made at the western end of Galicia and north of the Carp thians.

We have, then, recently seen two tremendous strokes by the Germans, one at the junctions of the French, British, and Belgian forces in the north of the western line, one at the centre of the southern Russian force in Galicia. Each effort has been made on a large scale, and each effort has met with a considerable measure of success; but neither effort has met with any sort of decisive success.

The first obvious comment, then, on the German attack at Ypres, followed by the German attack in Galicia, is that each of them demonstrates the necessity Germany is under, not to begin a new career of conquest, but to check the career of those who soon will begin the conquest of her. And that the campaign would make this a German necessity has for some time been obvious.

A Singular Phenomenon.
But there is a curious feature common to both these attacks, and, so far as I can remember, it is an entirely new feature. It is to be found in the altered tone of the German official communiques. The affair at Ypres, even with the last falling back of the English lines, amounts to no more than this—that over a sharp wedge of front the English and French have been driven back an average distance of two miles, and the total front affected is less than seven.

The battery of 4.7 guns which were taken from the Canadians were recaptured immediately after, and the total loss of material by the Allies is insignificant. As an operation it is not comparable to Neuve Chapelle in scale, and as a success it is manifestly insignificant. But not only did the German communiques magnify it into a great and resounding victory, but the tone of these messages was pitched in jeering and insolent tones. We have been accustomed for some time to find startling exaggerations and untruths in German statements; mixed, it is true, from time to time with equally astonishing admissions. But the general tone has generally been reserved and dignified.

In the case of the Galician attack, the thing was more marked

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still. For two successive days, the German bulletins were couched in language that would have been almost exaggerated had it been announcing the final and definitive engagement of the war, and this bragadoocio was the more remarkable from the fact that the Austrian bulletin, issued on the same day, was in the usual form, announcing a distinct success and an important advance, but not claiming any enormous and overwhelming victory.

Ths two bulletins appeared on Tuesday. On Wednesday the note of the Berlin report was more flamboyant than ever, and the voice of Vienna was keyed a little higher, but still so far from the German level, and, in the meantime, on Tuesday Berlin had been bedecked with flags at the orders of the police. The Russian bulletin on Wednesday is quite consistent with the German success being considerable, but it is quite inconsistent with it being anything more than a local advance, and there is no sign of it having effected the capture of any important defensive line or being in any respect of a character that would cripple Russia in her present main objective, namely, an advance into Hungary.

The True Explanation.
Why, then, have these two episodes, Ypres and Galicia, been so signally, so noisily exaggerated by the Germans? Why have new notes of brutality and defiance adopted by the writer of official bulletins? It did not need the egregious Count Reventlow to give the reason.

It is not hard to realise that Germany's major interest at the moment is to prevent any accession of strength to her enemies if she possibly can.

And it must have become lamentably clear to the Emperor and his advisers that it can, at most, be a matter of weeks before Italy is numbered

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amongst the anti-German Allies. And the defection of Italy from neutrality to open hostility means a great deal more than an additional fleet in the Mediterranean and a new invasion of Austria on her southwestern frontier. It means—and Germany, of course, knows this—that the differences between Italy and Serbia have been adjusted; it means that Rumania will realise that Italy's adhesion to the Allies is the beginning of the end; it means that Bulgaria will be unable to stand out of the fight if Turkey is doomed on one side of her and Austria is doomed on the other.

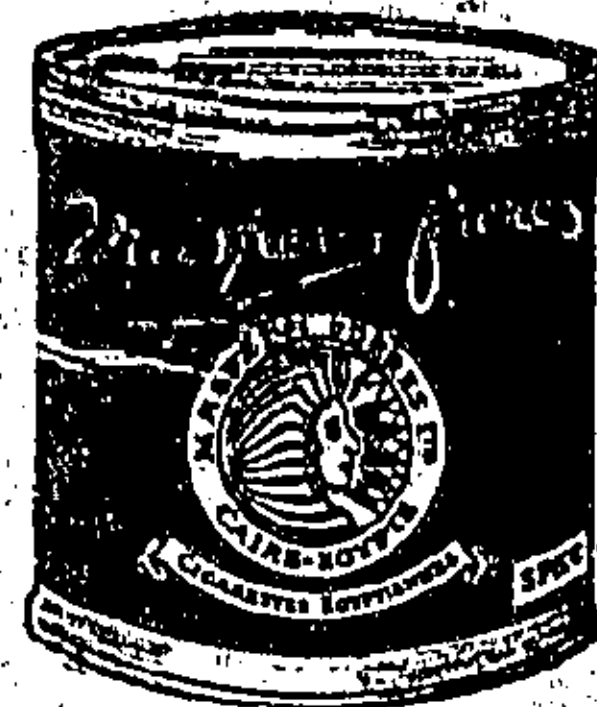
At Ypres and in Galicia, then, we see not only the strokes that Germany must in any case make to deal with invasion. We see the strokes that had to be delivered promptly and quickly to counteract the tendency of the neutrals to join the Allies, a tendency which will be largely determined to action by the now highly probable success of the operations of the Dardanelles.

But I confess that I should be happier about the early termination of the war if these attacks were made with any visible diminution of dash and spirit. Judging only by such meagre information as we possess, we must recognise that, however diminished the total German resources may be, there is no falling off in the German fighting spirit.

The evidence seems to me conclusive that Germany did not expect Great Britain to fight against her in this war. It is equally conclusive that she knew there was a risk of our fighting against her, and, in the judgment of the German General Staff, however, complete our command of the sea might be, it could not affect the fortunes of the German land campaign if that campaign was as brief and decisive as the Staff anticipated.

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THE WAR & ITS ISSUES, J. O. Man America and the World War, Roosevelt	2.40	VILLAGE AND TOWN LIFE IN CHINA, Y. Loong & L. Tao	4.00
KITCHENER CHAPS, Neil Lyons	.40	THE ARCADE OF FREEMASONRY, Albert Churchward	6.00
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The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 24, 1915.

GERMAN CUSTOMS MEN AND HONGKONG SHIPS.

An almost daily annoyance with which the captains of certain ships that sail out of Hongkong Harbour are faced is that of having to submit to their ships' being searched by Germans or Austrians who chance to be in the employ of the Chinese Maritime Customs. The difficulties of the situation are tolerably patent; so, too, is a satisfactory solution of them. China is a neutral country, and it happens that, many years ago, she decided to place the affairs of her Customs Service more or less in the hands of Europeans. Among these latter there is necessarily a considerable number of Germans, as well as some few Austrians.

We need go no farther than Canton or any adjacent river port to see how the system of employing Germans just now is going to work where ships flying the Red Ensign are concerned. To begin with, there are the feelings of the captain and his officers to be considered. These all have the lively admiration and affection for everything German that British sailors might be expected to have in those days. Nevertheless they must put pride and prejudice in their pockets and endeavour to observe a neutral float when a German Customs man comes on board. This official has too much sense, or too much regard for his own skin, to risk open insolence to anyone on board; but there are many petty ways of causing annoyance and of contributing to the electricity of the atmosphere, apart from being frankly impudent. If the war were an ordinary one in which the enemy was playing a worthy part, the matter might be somewhat different. There would at least be less than a tithe of the present bitterness of feeling among Britishers towards Germans. During the first few days of the war, before Germany had had an opportunity of displaying herself in the lurid colours into which she subsequently blossomed out, most of us still shook hands with our German neighbours, drank with them, talked with them, and either tabooed war topics or else joined with them in deploring the existence of strife. But in those days we were fools enough to think that Germany could at least "play the game and fight fair," as the boys say. Things have happened, however, which have made the name of Germany and her people to stink in our nostrils, and it is an insult to any Britisher, be he sailor or landman, to expect him to meet, socially or officially, any one of the men who can sympathise with and applaud those who have ruined Belgian homes, ill-treated prisoners of war, tortured or killed wounded men and sunk peaceful merchant ships.

And this, after all, is but the sentimental view. What of the practical and legal aspects? If the Germans who were permitted to remain at large at Home were proved untrustworthy, what are we to expect of others who find themselves on neutral territory or in neutral waters, free to come and go—and sneak and spy—just as may seem good to them? We know, of course, that the average British master mariner is far too much a wide-awake man of the world to allow any enemy spy to glean information on board his ship that is ever likely to be of use; but we have to look deeper than that. Is there any trick so low or so dastardly that the German conscience will revolt from it? A people that will poison water-courses will not stick at other matters, given half a chance. More important still, why should a British skipper be forced, by circumstances against which he is powerless, to break the laws of his own country? The British Foreign Office long ago issued a proclamation stating that no alien enemy shall be allowed on one of our ships. Not only so, but legal experts have given it as their opinion that any ship-master who allows an enemy on board is committing a grave offence against the law of the Empire. And this is the sorest point of all with our Chinese Coast captains; that, loathing Germany and all her works as they rightly do, they should yet be expected to tolerate the presence of an enemy on their ships merely because he happens to be the servant of a neutral country into whose waters their calling as sailors necessarily takes them. We most earnestly hope that the Chinese authorities will be led to see that this difficulty is by no means an insuperable one.

Arming the Civilian.

It will have been seen from our Singapore correspondent's wire yesterday that the Straits Government has in view a scheme for putting the Britishers of the Colony through a period of military training; that every man between eighteen and five-and-fifty must serve either in the Reserves or in the Civil Guard. The scheme is an excellent one, and one is a little surprised that all British Colonies did not adopt it years ago. It is a movement that should appeal to men's patriotism, for the more efficient the civilians become as fighting units the less responsibility the Home Government will have in keeping up a large supply of British and Indian troops in the regions overseas. The compulsory registration in Australia has worked excellently, and all the world knows how good an account of themselves the men so enrolled have since rendered. In a loose sort of way the system may be said to be already in vogue in Hongkong; for the Volunteer and Police Reserves have given opportunities of enrolment to men too old or too busy for the more serious Volunteer work. Though still larger than it ought perhaps to be, the number of Hongkong Britishers who are not now receiving military training is small, and with that number it is rather the time or the health than the will that is wanting. If all the Crown Colonies follow Singapore's example Britain should, in course of time, become possessed of a by no means despicable overseas force.

Another Band Night.

Congratulations are again due to the Tramways Company on its efforts to provide the people of the Colony with open-air amusement at North Point. The crowd last night seemed considerably larger than before, and the arrangements for seating, refreshments etc. were excellent. So were not the arrangements for finding seats in or on the cars going and returning. We have already drawn attention to this matter, but in the interest of many hundreds of people who wish to use the trams, we do so again. Both at the East Office and at North Point the cars could only be boarded with a struggle, in which women and children could hardly hope to come off well. The Company appears to be running as many cars as it possibly can and it is for the police to do its own share in the matter. The queue system would not be difficult to work if two of three sensible European constables were "laid off" to attend to things. Unless something of the sort is done many people will continue to feel aggrieved, and there will always remain the possibility of some serious accident.

The Tramways Company Report.

The Tramways Company, at one time regarded as a London affair in which few Hongkong people were interested, has, by force of circumstances, become very much a local matter, and the account of its meeting yesterday makes interesting reading. We notice that the Chairman drew attention to two of Hongkong's pet grievances: the loss on subsidiary coinage and the absence of any rule of the road. Of course the argument as to other vehicles than the trams running along the company's metals has two edges. If compensation be due to the company from the owners of trucks whose wheels are responsible for wearing out the lines, it would also seem to be due from the Company to any owner of a bicycle, rickshaw or motor-car whose tyres may be injured by the lines. But that is not our affair. What is our affair is the fact that when our representative asked, yesterday, for a copy of the Chairman's speech, he was met with the remark: "We can't find copies for everybody in Hongkong." Seeing that the speeches made on these occasions are not extensive, we should have thought that there would be no difficulty in having a few copies ready typed for the use of the Pressmen, particularly in view of the fact that a Company Meeting is usually a matter for which shareholders desire publicity.

DAY BY DAY.

MAN MAKES A DEATH WHICH NATURE NEVER MADE—Young's "Night Thoughts."

Count the Columns.

Yesterday the Telegraph published 35 columns of solid reading matter. To-day there will be 35 published.

The Mails.

Siberian Mail. — Due per S.S. Taishan to-morrow.
Shanghai Mail. — Closed per S.S. Liangchow to-day at 3 p.m.

Up to the Minute.—Share Market News.

Closing prices:—No change.

The Dollar.

The rate of the dollar on demand to-day is 1s 9½d.

To-day's Anniversary.

To-day is the 601st anniversary of the Battle of Bannockburn.

A Costly Dispute.

A Chinese woman and two men were charged with creating a disturbance in Queens Road. They were asked to move on while having a dispute about money, and refused. They were each fined \$5.

Naval Officer's Loss.

Mr. H. W. Jackson of Torpedo Boat No. 36 has reported to the police, that he either lost or had stolen in the Grand Hotel a leather purse containing money and a signet ring to the total value of \$80.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:—Moran and Taylor \$10; Mow Ping & Co., \$10; G. B. J. Sayer \$5.

Would be Suicide Saved.

A Chinese woman has been admitted to the Government Civil Hospital suffering from the effects of immersion. She attempted to commit suicide but was rescued by an unemployed quartermaster named Ip Fuk, who jumped into the harbour after her.

Hongkong Journalist in Action. Friends of Mr. Briggs, a Journalist attached to a morning contemporary until recently, and who left with the Hongkong contingent to join Kitchener's Army, will be pleased to hear that according to information which has reached the Colony, although he has been in the thick of the fighting for some time, he has come through, so far, without injury. This he observes "is saying a lot."

Twice in a Month.

A Chinese was charged with stealing a quantity of iron piping from the Government at Yitam. Mr. J. R. Wood was informed that for the very same kind of offence the man had been sent to prison for seven days on June 4. The man had stolen the piping and carried it, weighing some ninety pounds into Hongkong before he was caught. He was sent to prison for six weeks with hard labour and four hours a day.

POLICE RESERVE ORDERS

Hongkong Police Reserve. Orders issued to-day are as follows:—

Parades.

To-day, June 24th.—No. 3 and 4 platoons, Chinese Company. Friday, June 25th.—No. 1 British Platoon, Indian Platoon and Nos. 3 and 4 Platoons, Portuguese Company.

Saturday, June 26th.—Nos. 3 and 4 Platoons, Chinese Company 8.30 p.m.

Musketry.

In the event of bad weather interfering with the practices at King's Park Range on Saturday, 26th. June, same will take place on the Sunday following at 9.30 a.m., in which case the Lectures fixed for Sunday morning only will be treated as cancelled.

(Sd.) F. C. JENKIN.
D/S.P. (Reserve)

NOTES ON THE CRISIS.

THE WAR LOAN.

The French in Gallipoli.

If the Reuter story from Gallipoli has something of a flavour of history about it, it yet tells us a good deal of what we all want to know; and what it lacks in up-to-dateness is aoned for by the Press Bureau's Headquarters despatch which seems to bring us in actual touch with affairs. The French, like our own men, are making themselves felt in this region. The advantage which the ground originally gave to the Turks is still apparent, though diminishing. There is significance in the statement that the young French soldiers are fighting with distinction. This war has appealed to and brought out the undying patriotic spirit for which France has always been famed and which will uphold those brave lads even in tighter corners than Gallipoli. It may be noticed that as the Allies gain in confidence so the Turks lose heart. Indisputably they have made several brave little fights, but to play an obviously losing game calls for more than ordinary courage. After they have seen their best men cut to pieces and have realised that their own chance of escaping a similar fate is a slender one, they would be more than human if their bravery were other than that of despair. Nor is it particularly inspiring for them to find their ammunition going to waste. They have fired shells by the hundred which have taken no effect whatever on the allied troops—and shells cost money. Add to all this their distrust and dislike of their Russian tyrants, and the unenviablens of their condition is not difficult for us to grasp.

The Loan.

There was no doubt, from the moment of Mr. McKenna's first mention of it, as to the popularity of the new loan. The principal feature in connection therewith, so as far as the actual war is concerned, is the statement of the Secretary of the Bank of England as to the main reason for the rush. He is convinced—and surely he must have reasonable grounds for being so—that the chief factor in the people's anxiety to partake in the loan is their patriotism. By its enthusiasm in this direction the country is saying: "If money will defeat Germany the State shall have it in plenty." This is the sort of spirit one wants to see. There is no doubt as to the keenness of the army and navy; but their success manifestly depends on the amount of support that the general public is prepared to give them.

The Vatican's Views.

La Liberté's interview with the Pope tells us what was already a foregone conclusion. No one supposes that, at a moment like this, any neutral potentate can well commit himself to definite statements; and we may take it that his remarks to the Paris newspaper man were rather those of a private individual, genuinely horrified by the slaughter that is rampant in Europe, and trying to be fair to both sides. His Holiness' retort-question "Is a blockade condemning millions of innocent persons to starvation inspired by very humane principles?" will strike most of our readers as being a little beside the point. If one were going to argue on that line, every event in the war, or any other war, has been inhumane. We would submit that there are things which the law of nations allows, and others which it condemns—or else remains silent about, albeit because it has over contemplated the possibility of certain barbarities, such as those which have distinguished the German army. The law recognises a blockade as perfectly permissible; but does not recognise the sinking of unoffending merchant ships carrying hundreds of passengers.

THE POLO.

IRELAND DEFEATED BY "THE REST"

PLENITY OF "EQUESTRIAN FIREWORKS" SUBSTITUTE COMBINATION.

Those present at the polo match which was played last evening at Causeway Bay in aid of the Belgian Orphan Fund were deplorably few when one considered the object of the match and the interesting nature of polo. Of course that is not to say that the match played between teams representing Ireland and "The Rest" was a truly interesting one to those who have had opportunities of seeing polo either in England or Ireland, but at the same time it should have proved a draw. The best mounted man on the field was undoubtedly Mr. Knoll and the speed of his ponies meant the game to the Rest. The riding of Mr. Knoll too was faultless, and though he had not the finish—that is to say the polo finish—of Lieut. Wyndham-Quinn, and the "riding off" ability of Major Lawder, he was undoubtedly the most useful man opposing the Irish contingent. The three goals scored by Mr. Knoll were obtained without any suggestion of fluke, although he was thankful to find that the dashing Major from Hibernia, who could "ride off" a giant on an elephant, was on a pony that lacked the speed of his. Times out of number when the Irish citadel was threatened, Major Lawder came up as though from the earth and saved the situation by harassing the forwards. The Hon Mr. Landale and Mr. Knoll extended their wit to keep the Major at high speed, while the hard-riding Lieut. Wyndham-Quinn was clearly and judiciously watched by Capt. Hatterly Smith. In the first of the chukkas, the fact that the Irish team was poorly mounted in comparison with the opposing quartette was clearly obvious, and this the Rest quickly realised and took advantage of. Lieut. Wyndham-Quinn commenced with a terrific rush down the field no doubt more with the hope of disorganising the other side than actually scoring, although scoring intent was not to be dissipated from the effort. Unfortunately the gallop was a solo one to all intents and purposes, and support being lacking, it did not take the Landale-Knoll combination long to place him in difficulties. The Irishman handled his ribbons with natural and rational excellence, but although his pony answered well—that is for a Chinese pony which is quite a different animal from the point of view of intelligence that one would find at Balls Bridge—he could not recover the ball. Mr. Landale was thrown from his pony, but though he injured his thumb, the injury was not sufficient to prevent his going on. Then Mr. Knoll intercepted and opened the score with a very creditable goal.

In the second chukka, a few seconds was sufficient to see the Irish goal again in danger, but just when penetration appeared imminent, Major Lawder appeared on the scene and taking the ball out of the danger zone with a clever cut, passed it over to Lieut. Wyndham-Quinn who led a merry gallop up the field opposite the stands. As he charged along the field, beating two opponents, he came almost within shooting distance of the goal, when Mr. Knoll rushed his pony across him. This called for a little more finessing by Mr. Wyndham-Quinn, and just when he had righted matters somewhat, he found Mr. Knoll literally enjoying his saddle. Mr. Landale got the ball from the "scurraging" pair, and although he was faced with an open goal, he missed badly. There was very little excuse for this failure since he was unattended, except perhaps by the intimidating calls from Major Lawder. The ball was no sooner put into play than Mr. Knoll doubled back, merely and having nothing to fear, and no opponent to beat, passed over to the waiting Captain Hatterly Smith, who put the Rest two goals ahead. Lieut. Wyndham-Quinn appeared conscious of the fact that

he had relaxed his attention in the direction of the nippy Mr. Knoll and that he and his side had paid the penalty for the slip. It was evident that Lieut. Wyndham-Quinn and Major Lawder were the bits of grit in the eyes of the Rest, but at the moment that Mr. Knoll obtained possession, Major Lawder was paying the strictest attention to Mr. Landale and could not make up the distance between himself, Mr. Knoll and Captain Hatterly Smith, before aid was useless.

The next chukka was the most desperate and exciting of the three, although there was very little excitement in the game altogether. Before dealing with it however, it would perhaps be as well to mention that in one rush in the second chukka, the Hon Mr. Landale came very near to colliding with the goal posts, and Capt. Hatterly-Smith, through his clever horsemanship, avoided being thrown by his pony, when it stumbled behind the goal.

After a little manoeuvring in the Rest's goal, the third chukka saw the Irish division racing down the field in a bunch, and an organised effort to penetrate was apparent. Major Lawder, the ubiquitous, assisted in bringing the ball close up. Eventually it was placed across to Lieut. Wyndham-Quinn who, although in the position that the ball was on his off-side, and placed at a particularly oblique angle, he cut it magnificently, shot it under his pony while at the gallop, and directed it equidistantly between the posts with a precision that won for him the applause of the spectators, and the honour of having scored the most scientific goal of the game. It was an achievement that would have won the admiration of any of the polo Duke's friends who have galloped the enclosure at Ilicton Park, on the Wirral peninsula, made famous by the Duke of Westminster and his selected. Major Lawder beamed with satisfaction for a few seconds, and then his voice was heard shrieking for another effort. Before there could be any material response, however Mr. Knoll was found playing the "Divvle among the tailors" again, and to the surprise of everyone, he brought his pony along with a characteristic last quarter rattle, and keeping the ball well under control, scored another goal for the Rest.

The next effort was expected from Mr. Landale since he was well up and had the ball in position, but before he could make up his mind to shoot, he found that Major Lawder was inconveniently attentive and that Lieut. Wyndham-Quinn had taken the ball away from him. Down the field the Irish party (not political) came, and though Mr. Knoll frantically tried to stop one from Lieut. Wyndham-Quinn. The latter called out: "I have it; a lovely one," but delightful though the opportunity seemed, and was he failed in his judgment, and the ball slipped by the goal just a few feet wide. Mr. Landale then got the ball, and was making a wonderfully bold bid for the Irish goal, when he found that his pony did not fancy the excursion as much as he did. The animal "threw his tail in the air" and literally refused to gallop. The rider realised that this was dangerous since the Irish contingent had become particularly aggressive, that their combination was making up for the defect in the speed of their mounts, and he decided to change. He had hardly got to the side when Major Lawder and Lieut. Wyndham-Quinn were chasing down the field, with Mr. Knoll and Captain Hatterly Smith all out, endeavouring to check them. Like a shot Mr. Landale was among the bunch, and making his appearance where he was least expected by the Irish men, he diverted the course of the ball sufficiently to ward off the

(Continued on the Extra)

SPECIAL CABLE.

ENEMY TRADING.

SHANGHAI OVERSEAS CLUB'S RESOLUTION.

(From Our Own Correspondent).

June 23, 11.30 p.m.
A meeting of the Shanghai Overseas Club, which numbers over 900 members, has resolved to urge the Government to prevent enemy trading in China. Striking speeches were delivered reflecting the feelings of Britons with regard to the German atrocities.
It was decided to maintain a bed in a Military Hospital.

SCENE IN WYNDHAM STREET.

Sequel to an Early Morning Disturbance.

This morning at the Police court, before Mr. R. Lindell, Valentine Charles Parr was charged with breaking two panes of a stained glass door and with behaving in a disorderly and noisy manner at No. 37 Wyndham Street in the early hours of this morning.

Mr. G. Haywood of Mr. Leo D'Almeida e Castro's office appeared for the defence.

P. C. Allobarch told his Worship, that shortly after midnight he heard shouting in Wyndham Street. He went in the direction of the shouting and found the defendant standing outside 37 Wyndham Street shouting that he would smash all the windows. Two of the panes in the door were smashed. Witness asked the defendant to go away, but he refused to do so, and at the request of the lady of the house he took him in custody. The defendant in his opinion was sober.

Mr. Haywood informed his Worship that the defence would be that the panes were broken as the result of the door being slammed.

The No. 1 boy said that the defendant came to the house after midnight and was not allowed in. Witness shut the door and soon afterwards both panes of glass were broken. He had told the defendant that he could not come in.

The No. 2 Boy gave corroborative evidence and when answering the magistrate used a Chinese word which called forth the following rebuke from the magistrate:—You will be fined \$10 if you use that expression here in court before a Magistrate.

Mr. Haywood:—You both went to open the door?—Yes.

Why?—I went to the door first and opened it, and when the door was opened, I saw the guest outside. I asked the other boy to come and look at him.

You also said he was drunk, did you not?—Well he appeared to be drunk. He was quite strange to me.

You did not actually see him break the glass?—Yes.

The Magistrate:—He could not see him break; the glass as the door was shut.

Mr. Haywood:—I was testing his evidence.

His Worship:—The Chinese would consider that as "seeing."

The defendant in the box gave his evidence in a very low tone but was understood to say that he had made the acquaintance of one of the ladies in the house and she had asked him to call. He went there and rang the bell. Shortly afterwards a boy came and opened the door about six or eight inches, apparently on a chain. He denied shouting; but said that he spoke quietly to the boy and asked if his mistress was in. He did not understand the reply and repeated his question. He had his hand up on the panel at the time and the boy slammed it in his face and so the pane was broken, his hand going through and being out.

He could see through the opening so made and saw some of the inmates come out, including a naval officer.

He had seen the naval officer and the lady pass the hotel where he lived said the witness, and they were very friendly.

His Worship:—What has that got to do with the case?

Defendant:—I have said that in view of what he said at the Police Station last night.

His Worship:—Nothing that he said last night will be used here.

Continuing the defendant said

that some of the inmates and the naval officer came down and the door was opened more widely and thinking that he recognised his acquaintance he stepped in. The lady appeared to recognise him and slammed the door. This time he had his elbow up and it went through the other pane.

Defendant said he had seen the complainant with a friend in the Alexandra Cafe and thinking he knew her he passed a remark to her. It was not an offensive remark, but apparently she took offense at it and said something to her friend.

His Worship:—The constable says that when he came up you were shouting out "I will break all the windows."

The defendant:—That is absolutely untrue, I am prepared to stake my life upon it.

His Worship:—Why should the constable say that?

The defendant:—That is untrue. I swear that upon everything I hold sacred. I swear it upon the memory of my father and mother and everything I hold true. I never made such a statement.

The complainant, residing at No. 37, said that the defendant was telling untruths. He said at the police station that he would smash up the whole house.

The defendant replied that supposing he had said that, did his Worship not think, he being in such a violent state of mind, that he would have smashed up the whole of the panes in the door?

His Worship found upon the evidence that the offences had been committed and it was possible that the defendant was not entirely sober. On the evidence he could not but believe that he did break the windows and did behave in a disorderly manner. On the first charge he would be fined \$5, and \$5 compensation and on the second charge \$5.

CHINA MOVING.

Improved Travelling Conditions.

The Hangchow correspondent of the Shanghai Times writes as under:

The recent change of schedule and of passenger rates, especially the latter, have put everybody in a specially good humour with the railroad. The passenger tariff has been lessened for both second and third class to correspond with the Nanking lines and it will undoubtedly mean heavier passenger traffic. Since the road has come into the hands of the same management as the Shanghai-Nankang line many improvements have been made, especially in the road bed, which no doubt was deteriorating very much. We shall be glad when the improvements extend to the rolling stock, though the passenger carriages are at present in better conditions than formerly. The week end reduced rates to Hangchow ought to help to fill the new Chinese hotels, which have been erected along the West Lake. The new wide streets and boulevards in the old Manchuria city are thronged with people on their way to and from the lake, where seats are provided along the shore and pleasure boats can be engaged for a sail on the placid waters. Recently in one of the balls on a new street Edison's talking pictures were on exhibition and drew wondering crowds although the conversation was, of course, all in English. Sedan chairs, rickshaws, bicycles, carriages, and an automobile add to the liveliness of the old city. Most of us who have been for years in China scarcely expected to see such things in an interior city, but China is moving and nothing surprises.

Volunteer Orders.

Corps Orders issued by Lieut. Col. A. Chapman V.D. yesterday are as under:

Resignations.
Pte. E. M. H. Castro and H. A. Hyndman, Right Section M. G. Co., are permitted to resign, on Medical grounds, dated 21. 6. 15.

Reversion.
Lance Corp. P. S. Cassidy, Scouts Co., reverts to the ranks, dated 23. 6. 15.

King's Park Range.
The Range is allotted to the following:

Special Police from 2 p.m. till dusk on 26. 6. 15. or 9 a.m. till noon on 27. 6. 15.

Hongkong Police from 2 p.m. till dusk on 3. 7. 15.

Parades.
Parades for Thursday, 24th instant, 5.30 p.m. N.O.Os. and men of No. 1 Sec. Art. Batty, Centre and Left Sections M.G.Co. and Civil Service Co. who have not been passed out Squad Drill and Rifle Exercises at Headquarters. Reverts under Sergt. Bullock. 5.30 p.m. N.O.Os. and men of Scouts Co. who have not been passed out Aiming drill at Headquarters, Remainder nil.

Store.
Members of the Corps are reminded that the store is open for the issue of arms, ammunition, equipment, clothing etc. during the following hours only:—9 a.m. to 1 p.m. 4 p.m. to 8 p.m. daily except Saturdays, Sundays and Public Holidays, 9 a.m. to 1 p.m. on Saturdays.

Signalling Section.
An examination of eight members (as detailed by Sergt. Major Blair) will be held at Murray Battery at 5.30 p.m. to-morrow, 24th instant.

Detail.
On duty at Gun Club Hill, Kowloon No. 2 Section Artillery Battery. Officer on duty Capt. Murray Scott.

On duty at Kowloon (Detention Camp) H. K.V.R. Orderly Officer Lieut. Kennet. Orderly Sergeant Sergeant. Frith.

LANGKAT OUTPUT.

June	1	...	Tons	285
"	2	...	"	313
"	3	...	"	322
"	4	...	"	298
"	5	...	"	287
"	6	...	"	320
"	7	...	"	299
"	8	...	"	319
"	9	...	"	293
"	10	...	"	289
"	11	...	"	337
"	12	...	"	287
"	13	...	"	256
"	14	...	"	301
"	15	...	"	303
"	16	...	"	263
"	17	...	"	284
"	18	...	"	257
"	19	...	"	256
"	20	...	"	208
"	21	...	"	250
"	22	...	"	263
"	23	...	"	262

Total to 23rd inst. 6,040

Daily average 288.69

ALLEGED MURDER AT ABERDEEN.

Women Thrown into the Harbour.

A widow fisherman from Aberdeen has reported a somewhat curious affair to the Police in which there is a suggestion of murder. It appears that evening at about 10 o'clock two fishermen came and hired her boat to take them to Apichau. She rowed them there and they went ashore. Returning in about half an hour, they ordered her to row out to a fishing junk. She took them there and waited alongside about two hours. At about 12.30 this morning they again boarded her craft and, when she had put a little way, they seized her sixteen-year-old adopted daughter and threw her into the water. The widow raised the alarm and then in turn they seized her and threw her overboard. She was rescued by another fishing boat but her daughter has not been found. The men rowed away in her boat.

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DAIRY FARM NEWS.

OUR SUMMER DRINKS

COLD FRESH MILK
SOUR SKIM MILK
STERILIZED
Make your own junket, we will furnish you with Rennet Tablets.
FREE OF CHARGE.

THE LATE MAJOR MARSHALL.

A Remarkable Record.

Honorary Major William Marshall, of the Madras Ordnance Department, has lately died at the age of 83. The deceased was born in Hertfordshire, in December, 1831. He enlisted at the age of 21 in the 3rd Regiment of European Infantry at Liverpool, and immediately afterwards embarked for Madras in the Celestial. After serving some eight years in his regiment, he volunteered for service in the Ordnance Department in 1861 as a Store Sergeant. In this department, he found much scope for his mechanical skill and inventive genius. He invented a wool-counting machine, and subsequently a wool-carding machine, and for these and other contrivances of great value to his department he received the encomiums of his superior officers, and was in one instance awarded a medal. He distinguished himself in the efficient way in which the arsenal in Madras was equipped and managed. As a result, he obtained rapid promotion. He was made a Lieutenant on October 12, 1882, and two years later was promoted to the rank of Assistant Commissary of Ordnance. In 1885 he was granted an honorary captaincy. He was in charge of the Camp Equipage Depot when he retired from service, and was granted the rank of honorary major on his retirement on January 9, 1887. The deceased never returned to England. He had been in India for 83 years, and his life was a remarkable example of a man who had risen from the ranks. The military authorities were unable, owing to the exigencies of the service, to grant the deceased a funeral worthy of his rank, but four officers of the Ordnance Department represented the department to which honorary Major Marshall belonged.

JAPANESE OFFICER IN TROUBLE.

Charged with Betraying Military Secrets.

A Masidzuru despatch to the Nishi Nishi says that as the result of domiciliary searches conducted on the premises of Captain Maruro, of the Artillery, who is charged with betraying military secrets to President Yuan, a large volume of documents dealing with the mobilization programme in war-time and other secrets have been discovered.

When cross-examined by the authorities, the accused admitted that while his conduct in copying documents of strategic importance without official permission was blameworthy, he had never betrayed to others the secrets contained therein. He merely copied them for his own reference. He will be sent to Himeji to be tried by Court-martial.

A LIGHT BRIGADE HERO.

Death of General de Horsey.

The death of General de Horsey, who rode in the charge of the Light Brigade at Balaclava, has taken place at Villa Pomponian, Costebelle, where he had lived for many years.

Lieutenant-General William Henry Beaumont de Horsey was born in 1826, the eldest son of Mr. Spencer de Horsey, M.P., of Great Glemham, Suffolk, by his marriage with Lady Louisa Rous, youngest daughter of the first Earl of Strathmore. He entered the Army in 1844 and served in the Crimea with the Grenadier Guards; he was mentioned in despatches, and received his brevet of major, the medal with two clasps, the Order of the Medjidieh, and the Turkish medal. He retired in 1883. General de Horsey's sister is the present Countess of Cardigan, widow of the seventh Earl, who was in command in the famous charge. Admiral Sir Algernon de Horsey is his younger brother.

Major Edward Phillips, formerly 8th Hussars, who also took part in the charge, died last month at the age of 85, and it is believed the Captain Percy Smith, 13th Hussars, is now the only surviving officer of the Six Hundred.

TO-DAY'S ADVERTISEMENTS.

G. R. NOTICE.

Tenders are invited for washing articles officially supplied to H.M. Ships at Hongkong for 1 year from 1st September, 1915.

Forms giving particulars of the articles, and the terms of the contract may be obtained by application to the Commanding Officer, H.M.S. "Tamar."

The forms when completed should be sent to the Commanding Officer, H.M.S. "Tamar" in a sealed envelope marked "tenders for washing."

No tender will be received after the 5th prox.

The lowest or any tender will not necessarily be accepted.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"MONTROSE,"

From GLASGOW, LIVERPOOL & STRAITS,

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 15th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd., Agents.

COOL AS A SEA BREEZE

The new idea and the true idea in Summer Underwear as exemplified by

B. V. D.

LOOSE FITTING

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Men's Wear Specialists.

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FURNISHING FABRICS

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SAMPLES ON APPLICATION.

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RECORDS.

701	"NOCTURNE" in E Flat.	Violin Solo.	Parlow
703	"LIEBES FRIED"	Song	Allice Nielsen
719	"HOME SWEET HOME"	"	"
722	"LAST ROSE OF SUMMER"	"	"
724	"GOOD BYE" (Tosti)	"	"
	"SWEET GENEVIEVE"	"	"
	"WALTZ" C Sharp (Chopin)	Piano	Godowski
	"PRELUDE" D Flat	"	"
	"CARMEN" Overture	Sym.	Orch.
	"MAGIC FIRE SCENE"	"	"

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THE FINEST LIQUEURS ON THE MARKET.

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Head Office for the Far East:—16, DES VCEUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application.
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ORIENTAL LINE
HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	9th July	30th June
TAIYUAN	14th July	14th July

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

WESTWARD

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched for Singapore, Penang and Calcutta on the 22nd June.

The S.S. "Hela," tons 5,357, Capt. Butler, will be despatched for Singapore on the 22nd June.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 21, 1915.

Agents.

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RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 24th JUNE.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

FRIDAY, 25th JUNE.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night Steamer also for Return by Day Steamer.....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th JUNE.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 593 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 1.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor)
Opposite the Blake Pier.

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Katori Maru Capt. B. Kon \$Kamo Maru Capt. Shimizu	T. 20,000 T. 16,000
		{THURS., 1st July, at noon. {THUR., 15th July at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	\$Tamba Maru Capt. Nagasuye \$Yokohama Maru Capt. Komatsubara	T. 12,500 T. 12,500
		{TUES., 29th June, at 4 p.m. {THURS., 8th July at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	\$Nikko Maru Capt. Takeda \$Hitachi Maru Capt. Tominaga	T. 9,600 T. 12,500
		{FRI., 16th July at 4 p.m. {TUES., 17th Aug. at 11 a.m.
CALCUTTA via Singapore, Penang & Rangoon	\$Sanuki Maru Capt. Tauda	T. 12,500
		{FRIDAY, 25th June.
BOMBAY via Singapore, Malacca and Colombo	\$Iyo Maru Capt. Okamoto	T. 12,000
		{MONDAY, 5th July.
KOBE & Yokohama	\$Colombo Maru Capt. Sakamoto	T. 8,000
		{MONDAY, 5th July.
SHANGHAI, and Kobe	\$Bombay Maru Capt. Ohta	T. 8,000
		{FRIDAY, 12th July.
NAGASAKI, Kobe & Yokohama	\$Hitachi Maru Capt. Tominaga	T. 13,500
		{FRIDAY, 16th July at 10 a.m.
SHANGHAI, Kobe & Yokohama	\$Mishima Maru Capt. Wada	T. 16,000
		{TUES., 29th June at 10 a.m.

{ Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Katori	20,000 "	" 1st July
Kamo	16,000 "	" 15th July
Kashima	20,000 "	" 29th July
Mishima	16,000 "	" 12th Aug.

FOR AMERICA.

Tamba Maru	12,500 tons	Tuesday 29th June
Yokohama	12,500 "	Thursday 8th July
Sado	12,500 "	Tuesday 27th July
Awa	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
WEIHAIWEI & TTSIN	Huichow	26th June at noon.
SHANGHAI	Luchow	27th June at 4 p.m.
MANILA, CEBU & ILOILO	Taming	28th June at 4 p.m.
SHANGHAI	Sinkiang	29th June at 4 p.m.
MANILA, CEBU & ILOILO	Teian	30th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Teian." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.
Hongkong 24th June, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tilpanas	S'HAJ	24th June	JAVA	25th June
Tiljatap	JAPAN	2nd July	JAVA	3rd July

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 29th June, at noon.
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug., at noon.
First Class to London		£71.10. Return (6 months) £120.
First Class to New York		£260. " " £296.10.
" " San Francisco	£45. " " £68.	

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-ARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	29th June	17th July at 11 a.m.
Eastern	15th July	9th Aug. "
Aldenhay	2nd Aug.	23rd Aug. "
St. Albans	23rd Aug.	17th Sept. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	SUN., 27th June at 10 a.m.
Haitan	J. W. Evans	TUES., 29th June at 2.30 p.m.
Haiching	W. O. Passmore	FRI., 2nd July at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

Steam Ship Service from Canada to Cuba.

The St. John Board of Trade is endeavouring to secure the co-operation of the various boards of trade in the Maritime Provinces, with a view to obtaining uniform commercial laws for the provinces of New Brunswick, Nova Scotia, and Prince Edward Island, failing the passage of a uniform federal law. The movement for a direct line of steamers between St. John and Cuba is beginning to take shape. The Provincial Government is doing what it can to forward the scheme, in the hope of finding an outlet for the surplus potatoes, a large quantity of which still remains in the hands of the farmers. St. John is the first city in Canada to embark upon a town planning scheme, and the result of the experiment will be awaited with interest. A plan has been prepared, including almost all the suburban lands for a radius of three miles outside the city, and the Legislature will be asked to give its approval to the same.

The Suggested T. K. K. and

N. Y. K. Combine.

Tokio, May 28.—On the proposed amalgamation between the Tokio Kisen Kaisha and the Nippon Yusen Kaisha, the Chugai Shogyo reports that the principal shareholders of the former company met with President Arano on Tuesday and decided to the effect that Mr. Arano open negotiations with the Nippon Yusen Kaisha. As long as the terms of amalgamation to be presented by the T. K. K. is not published, nothing can be guessed of the probable attitude of the N. Y. K. toward the proposal, but an influential member of the N. Y. K. is quoted by the "Chugai" to the effect that the amalgamation is not impossible. It may seem rather unnatural that the amalgamation talk has happened of the company having only South American service and San Francisco service and the company having different services such as European, Australian, North American and many other Chinese and coastwise routes. Supposing the difficulty from this cause can be solved, another difficulty is that the T. K. K. liners are mainly passenger boats, while most of the N. Y. K. boats, especially those newly-built are cargo-boats except a few of them. Moreover, the N. Y. K. management is all the more bent upon the policy to attach greater importance upon freight business, as may be seen from the fact that all the boats now under construction are intended mainly for freight business. Thus, the principles of both companies are entirely different, and it would be difficult how this difference of policy be harmonised by the amalgamation. This difference of business principles was the cause why the Nippon Yusen Kaisha some time ago declined the offer made through Baron Shibusawa; and it is plain that the N.Y.K. would similarly decline the offer if the terms of amalgamation do not suggest any means of harmonising this difference of principles, especially because the N.Y.K. is now anxious to improve the business method with a view to its financial independence, and the amalgamation with the T.K.K. which absolutely requires subsidies would be quite inconsistent with the course of policy now being pursued. However, the N.Y.K. management seems to admit the inconveniences arising out of the maintenance of the North American services by three different home companies. Therefore, any proposal to unify the T.K.K.'s San Francisco service, the N.Y.K.'s Seattle service and O.S.K.'s Tacoma service in such a way as the Nippon Kisen Kaisha was some years ago organised in order to unify different services in the Yangtze would receive due consideration by the N.Y.K. The Government is believed to be willing to realize such unification of American services should any opportunity present itself, but here again the difficulty is that the O.S.K. is unwilling to such a plan, and is desirous of maintaining the Tacoma service by itself. Exchange.

Oysters, Fresh, Fried or Stewed.
Pindon, Haddock, Kippers &c.
ALEXANDRA CAFF

SHIPPING

VESSELS LOADING.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
SINGAPORE & Penang.	Hopsang	Fri., 25th June at 3 p.m.
YAMA, Kobe & Moji	Yatsing	Sat., 26th June at d'light
MANILA	Yuen-sang	Sat., 26th June at 3 p.m.
SHANGHAI & Hankow	Fook-sang	Wed., 30th June at d'light
SHANGHAI	Wosang	Wed., 30th June at d'light
SANDAKAN	Choy-sang	Fri., 2nd July at d'light
WWEI & Tientsin	Hinsang	Fri., 2nd July at d'light
S'PORE, Pang & C'utta	Cheong-sing	Fri., 2nd July at d'light
MANILA	Loong-sang	Sat., 3rd July at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Fook-sang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON	Monmouthshire	End of June.
VIA "VVER," S'LE, Merionethshire		about 30th June.
TACOMA & PLAND		

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

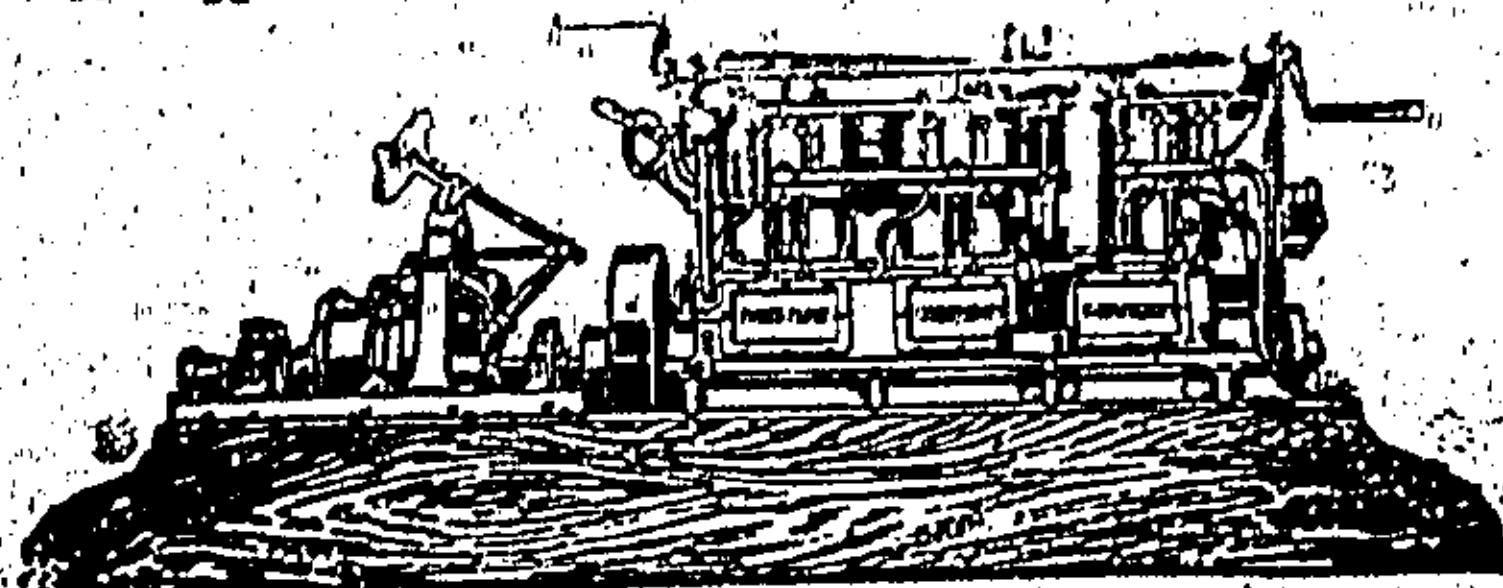
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

TELEPHONE No. 221.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports London	Ohili	M. M. J. M. Co.	26, June
M'les, L'don via S'pore etc.	Monshire	J. M. Co.	E. of June
L'don, S'pore, via P'ang, C'bo, &c.	Katori M.	N. Y. K.	1, July
Marseilles & London	Karmala	P. & O.	2, July
	C. of Rangoon	B. L. L.	26, July

NEW YORK, SAN FRANCISCO AND CANADA.

Via B.C. & S'le via K'lung &c.	Tamba M.	O. S. K.	29, June
Victoria, Vancouver, Seattle, Tacoma & Portland &c.	Merionethshire	J. M. Co.	30, June
San Francisco	Saikai M.	J. M. Co.	1, July
New York via Suez Canal	Saint-Ronald	D. & Co.	8, July
New York via Panama	Walton Hall	B. L. L.	8, July
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San Francisco via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
Via T'ma via K'lung & S'hai B.C.	Tacoma M.	O. S. K.	15, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
San F'co via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.

AUSTRALIA.

Australian Ports	Changsha	B. & S.	30, June
Australian Ports via Manila	Nikko M.	N. Y. K.	16, July
Australian Ports via Manila	Empire	G. L. Co.	17, July

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Moji & Kobe	Bombay M.	N. Y. K.	25, June
S'pore, Pang, R'oon & Calcutta	Sanku M.	N. Y. K.	26, June
Shanghai, Kobe & Yokohama	V. Ciotat	M. M.	28, June
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	29, June
Singapore, Mauritius & South African Ports	Salamis	B. L. L.	30, June
S'hai, Moji, Kobe and Yokohama	Kashgar	P. & O.	2, July
Sandakan	Hinsang	J. M. Co.	2, July
Singapore, Penang & Calcutta	Lalsang	J. M. Co.	3, July
S'bay, via S'pore, Malacca & C'bo	Iyo M.	N. Y. K.	5, July
S'hai, Moji, Kobe and Yokohama	Kashgar	P. & O.	6, July
Shanghai	Tijaroom	J.O.J. L.	Q. desp.
Shanghai	Tjikembang	J.O.J. L.	Q. desp.
Shanghai	Tjiklatap	J.O.J. L.	Q. desp.
Shanghai	Tjimaocok	J.O.J. L.	Q. desp.
Shanghai	Tjibodas	J.O.J. L.	Q. desp.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
General Agents.

TO SAIL.

FOR SAN FRANCISCO.

The Steamship

"SAIKAI MARU"

The above steamer will be despatched for San Francisco direct on, or about the 1st July. For freight and particulars, apply to

JARDINE, MATHESON & CO., LTD.
Agents.

Hongkong, 17th June, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York, via Suez.

For Freight, Passage and Further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.
Agents.Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.

MOVEMENTS OF STEAMERS.

CANADIAN MAIL.

The C. P. R. s.s. MONTAGUE arrived at Kobe, on Tuesday the 22nd June, and leaves Kobe on Wednesday, the 23rd June, due to arrive Moji, on Thursday, the 24th June.

AMERICAN MAIL.

The P. M. s.s. MANOHURIA will be despatched from this port on Wednesday June 23, at 3 p.m. for San Francisco, via Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu.

The Mogul Line s.s. MONTROSE from United Kingdom left Singapore 13th inst., and is therefore, expected to arrive here on or about 25th inst.

The T. K. s.s. TENYO MARU which sailed from San Francisco on the 22nd May is expected to arrive at this port via Honolulu, Japan Ports and Manila on Wednesday the 23rd inst. at 10 a.m.

MERCHANT STEAMERS.

The I. C. S. N. s.s. KUMSANG from Calcutta is due at Hongkong on the 2nd June.

The I. C. S. N. s.s. CHOY-SANG from Shanghai is due at Hongkong on the 26th June.

The I. C. S. N. s.s. KWONG-SANG from Shanghai is due at Hongkong about the 28th June.

The I. C. S. N. s.s. FOOK-SANG from Singapore is due at Hongkong on the 26th June.

The S. L. s.s. MERIONETHSHIRE from Singapore is due at Hongkong on the 23rd June, leaves for Pacific Port's June 30.

The S. L. s.s. RADNORSIRE from London is due at Hongkong on the 12th July.

The I. L. s.s. INDRA from New York via Manila is due at Hongkong on the 29th June.

VESSELS IN PORT.

Steamers.

Panama, Danish s.s. 3,300, A. K. Soyemmann, 17th June—Port Arthur, Korea—T. & Co.
Utrecht, Dut. s.s. 1,034, J. O. Anker, 17th June—Singapore, 9th June, Kerosine oil—A. P. & Co.
Morseby, Br. s.s. 1,338, J. Fotheringham, 17th inst.—Bangkok, 9th inst., Rice—Ray & Co.
Chun-sang, Br. s.s. 1,418, G. J. Mattock, 19th inst.—Saigon, 14th inst. Rice—J. M. & Co.
Tamsan Maru, Jap. s.s. 1,422, G. Nishikawa, 19th inst.—Hongkong, 16th inst. Coal—S. & Co.
Lennan, Br. s.s. 1,356, E. J. Cosmiers, 20th June—Wel-hai-wei, 14th June—B. & S.
Kwangle, Chinese s.s. 1,483, J. McArthur, 19th June—Shanghai, 15th June, Gen.—Order.
Kira Maru, Jap. s.s. 2,735, T. Sasaki, 21st June—Moji—15th June, Gen.—N.Y.K.
Tamba Maru, Jap. s.s. 3,803, S. Nagasue, 20th June—Shanghai, 17th June, Gen.—N.Y.K.
Prometheus, Norv. s.s. 1,924, M. Jensen, 20th June—Bangkok, 13th June, Rice—T. & Co.
Hinsang, Br. s.s. 1,885, A. Kennedy, 21st June—Sandakan, Gen.—J. M. & Co.
Hongkong, Fr. s.s. 739, A. Mangusta, 21st June—Haiphong, 18th June, Gen.—Marty.
Duyman van Twist, Dut. s.s. 1,240, R. de Weerd, 21st June—Singapore, General—J.O.J.L.
Toyora Maru, Jap. s.s. 1,485, K. Shinzu, 21st June—Wakamatsu, 15th June, Coal—M.B.O.K.
Satanta, Br. s.s. 3,354, W. J. Davis, 21st inst.—San Francisco, 25th ult., Kerosine in Bulk—S. O. & Co.
Yuen-sang, Br. s.s. 1,127, P. H. Kolf, 22nd inst.—Manila, General—J. M. & Co.
Yatsing, Br. s.s. 1,424, R. J. Anderson, 22nd June—Singapore, 16th June Gen.—J. M. & Co.
Devawongse, Br. s.s. 1,047, C. W. Shearer, 22nd June—Saigon, 18th June, Rice—Chinese.
Liangchow, Br. s.s. 1,350, Wm. Benson, 21st June—Shanghai, 18th June, General—B. & S.
Netherland, Br. s.s. 2,354, J. W. Jinks, 22nd June—Fochow, 20th June, Gen.—B. L.
Heiyo Maru, Jap. s.s. 2,208, T. Nakamura, 22nd June—Milko, 15th June, Coal—M.E.K.
Hupoh, Br. s.s. 1,205, Cale, 22nd June—Bangkok, Rice—B. & S.
Tonyo Maru, Jap. s.s. 1,398, S. Togo, 23rd June—San Francisco, 23rd May, Gen.—T.K.K.
Huiyang, Br. s.s. 1,260, A. Hodjins, 22nd June—Saigon, 19th June, Rice—D. S. & Co.
Duijin Maru, Jap. s.s. 740, K. Murakami, 23rd inst.—Swatow, 22nd inst., General—O.S.K.
Hangsang, Br. s.s. 1,356, S. Wilde, 23rd June—Swatow, 22nd inst., Gen.—J. M. & Co.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA" (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA, KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	236
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114
Reduced rates to all Points in the United States, Canada, and Europe.	

Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight and passage apply to
NIPPON YUSEN KAISHA, Agents.
Prince's Building.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
MARSEILLES & LONDON	City of Rangoon	26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.
General Agents.
Hongkong, 18th June 1915.

AMERICAN AND MANCHURIAN LINE.

For NEW YORK via PANAMA.

The Steamship

"WALTON HALL"

5,933 tons, will be despatched as above on Thursday, 8th July.

For freight and further particulars apply to—

THE BANK LINE LTD.
General Agents.
Hongkong, 7th June, 1915.

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KOWLOON					
No. 1 Dock, Kowloon	100	40	10	10	10
No. 2 Dock, Kowloon	100	40	10	10	10
No. 3 Dock, Kowloon	100	40	10	10	10
Patent Slip, No. 1 Kowloon	100	40	10	10	10
Patent Slip, No. 2 Kowloon	100	40	10	10	10
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Cosmopolitan Dock	100	40	10	10	10
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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, JUNE 24, 1915.

LEGISLATIVE COUNCIL.

Hongkong Wireless Available
Next Month.

The usual meeting of the Legislative Council was held this afternoon in the Council, H. E. the Governor presiding. There were present:—

H. E. the General Officer Commanding the Troops, (Major-General F. H. Kelly, C.B.)

The Hon. Mr. A. M. Thomson, Colonial Secretary.

The Hon. Mr. J. H. Kemp, Attorney General.

The Hon. Mr. S. B. C. Ross, Secretary for Chinese Affairs.

The Hon. Mr. A. M. Thomson, Colonial Treasurer.

The Hon. Mr. W. Chatham, C.M.G., Director of Public Works.

The Hon. Mr. C. McI. Messer, Captain Superintendent of Police.

The Hon. Mr. Wai Yak, C.M.G.

The Hon. Mr. E. A. Hewitt, C.M.G.

The Hon. Mr. E. Shollin.

The Hon. Mr. D. Landale.

The Hon. Mr. Liu Cha, P.K.

Mr. A. G. M. Fletcher, Clerk to the Council.

Finance.

The following minutes by H. E. the Governor were referred to the Finance Committee.

A sum of \$586.06 in aid of the vote Police and Prison Departments, Special Expenditure, A. —Police Bicycles.

A sum of \$1,630 in aid of the following votes:—Mental Observatory;—Other Charges, Incidental Expenses, \$150; Special Expenditure, New Instruments, \$1,530; Total, \$1,680.

A sum of \$35.00 in aid of the vote Public Works, Extraordinary.

Miscellaneous, Installing Electric Lights in Shaikwan and Tait Tsz Mai Police Stations and Shaikwan and Sai Wan Ho Markets.

A sum of \$14,000 in aid of the vote Miscellaneous Services, Maintenance of the wives and families of Prisoners of War.

A sum of \$2,120 in aid of the vote Public Works, Extraordinary, Hongkong, Communications, Roads, General Works.

A sum of \$8,800 in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, Hill District School.

A sum of \$9,300 in aid of the vote Kowloon-Canton Railway, Abstract A, Engineering, Maintenance of Way, Works and Stations, IV.—Repairs of Station Buildings and Structures, (2) Repairs of Staff Quarters.

A sum of \$10,800 in aid of the vote Public Works, Extraordinary, New Territories, Communications, Roads, Tai Po to Fan Ling, including bridging river.

Prisoners of war Maintenance.

In connection with the recommendations for the vote for the maintenance of prisoners of war, H. E. the Governor said:—

At the time that a number of German and Austrian residents were interned as prisoners of war the wives and families of some of them were unable to leave the Colony for various reasons. These were therefore placed in a Concentration Camp in the married quarters of the barracks at Gun Club Hill, and I offered on behalf of the Colony that the cost of the maintenance of these women and children should be borne from Colonial Funds.

The Secretary of State for the Colonies has approved this suggestion and I feel sure that Honourable Members will vote the necessary money.

The number of wives was originally 16 and of children 19. Some have since left the Colony and the numbers are now 7 women and 13 children.

Wharf Accommodation in Hongkong.

Arising out of the report of the proceedings of the Finance Committee, His Excellency said:—In

September, 1913, Sir Paul Chater represented to the Colonial Government that the Hongkong and Kowloon Wharf and Godown Co. had in contemplation the building of a new wharf to be over 650 feet long for the berthing of ocean steamers of increasing draught, but that the Company was deterred from the undertaking owing to the fact that the depth of water at the approaches to the proposed wharf is insufficient to admit of vessels of a greater draught than 28 feet making use of it.

The Secretary of State for the Colonies consulted me on the subject while I was in England and I expressed the opinion that it was a question whether the Hongkong Government might not find it to the interest of the Colony to devote public funds to deepening the approaches to the wharf in the event of the Company incurring the expense of deepening the berths at it.

The Secretary of State approved of this principle on the understanding that the Government is satisfied that the additional berthing accommodation is needed and that the site of the wharf is approved.

This case fulfils these conditions, and the Government has accordingly arranged to dredge at the expense of the Company two berths alongside the proposed wharf to a depth of 30 feet at lowest spring tide, and to defray out of public funds the cost of dredging an area of 231,600 square yards to the same depth in order to provide access to this particular wharf.

The cost of dredging the berths is estimated at \$12,000 and the Government has undertaken to do the work for that sum.

The cost of dredging the approaches is estimated at \$35,000.

The present vote is for putting the dredger St. Enoch into repair to enable her to undertake the work. This dredger was acquired for the dredging of the trench for the breakwater of the Mongkok-tai Harbour of Refuge and the Government hopes to utilise her at no distance date in connection with the Praya East reclamation.

The Wireless Station.

His Excellency said:—Another matter I would like to mention, to the Council is one that we have taken considerable interest in, that is reference to the Wireless Station, the Commercial Wireless Station you may now call it at Cape D'Aguiar. It is hoped this station will be opened for business early next month.

The site of the Wireless Station is at Cape D'Aguiar, not far from the existing Signalling Station.

Tenders for the erection of the station and quarters were called for in August, 1914, but were so excessive in amount that none of them could be accepted. The lowest was \$53,726. A tender was subsequently obtained from a firm of contractors who were executing work in Tytam Bay, amounting to \$37,845, and this was accepted in December.

Messrs. Marconi's representative arrived in the Colony on the 31st December, 1914, and the erection of the masts and installation of the apparatus were proceeded with in the early part of this year.

The apparatus was tested by Lieut. Commander Gascoigne, R.N., on the 13th instant and was certified as complying with the tests prescribed under the contract with the Marconi Co.

The station is a low power one, (5 kilowatts), and has a minimum guaranteed range by day over open water of 360 nautical miles. A much longer distance was obtained recently at night. I am informed that Nagasaki was reached.

It is hoped that it will be possible to bring the station into operation early in July.

Railway Finance.

The Hon. Col. Secretary moved:—It is hereby resolved that a sum of Dollars Six hundred and ninety-one thousand

nine hundred and seventy-two (\$691,972) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1915.

In doing so he said:—Sir, I beg to submit the resolution which stands in my name. In accordance with the arrangement arrived at last December the estimate of the amount to be spent on capital account during this year is brought before the Council at the earliest date possible. Hon. Members will observe that the approved expenditure to the end of 1914 was exceeded by a sum of \$135,731.88, which is more than accounted for by the item Loss of Exchange. Before moving that this statement be referred to the Finance Committee I wish to draw attention to two matters in connection with the Railway accounts. I stated in Council on the 24th December that it was anticipated that the additional land required for the extension to the Engine Shed and Loco Yard could be acquired by exchange of Crown land.

I regret to say that that procedure has not been found possible and it will be necessary to acquire the six lots required by purchase. The second matter to which I wish to refer is the closing of the Railway Capital Account. I am unable to speak definitely on the subject at the moment, but it is proposed to close the Capital Account of the Railway at the figure which appeared in Column VII of the statement put before the Council in December, namely, \$15,197,554, with a possible addition of about \$120,000 for the purchase of the six lots mentioned. Up to the end of the present year the expenditure is estimated to amount to the total of Columns VI and VII of that statement that is a sum of \$14,005,829 plus \$581,072 or \$14,586,901 leaving a balance of \$99,653 to be expended next year. It is further proposed to show this sum in the Colonial Estimates for 1916 and to meet it out of the Colonial balances making the necessary adjustment when the loan authorised under Ordinance No. 8 of 1913 shall have been floated. By this means our final liabilities on account of the railway will be definitely known and the state of the Colony's finances will be shown more clearly than has been the case hitherto. I beg to move, sir, that the account be referred to the Finance Committee.

The Hon. Colonial Treasurer seconded and the motion was carried.

Postal Affairs.

The Hon. Attorney General moved the first reading of a bill intitled "An Ordinance to amend the Post Office Ordinance, 1900."

Certificates of Origin.

The Hon. Attorney General first reading of a bill intitled "An Ordinance to amend the Certificates of Origin Ordinance, 1915."

His Excellency asked if it would be convenient for Hon. Members to meet on Friday next week, instead of to-day week which was a holiday. There being general approval of the first, the Council was adjourned until Friday, next week.

A Mistake Remedied.

Mr. Josiah Wedgwood, M.P., has been wounded in the fighting in the Dardanelles. It is recalled that he joined the Royal Naval Division almost immediately after war began, and said to his friends, "I realise I have been wrong all my life in my opinions and policy about Germany. I have made a mistake and I think the best and only thing I can do now is to go to fight and try to wipe out the consequences of that mistake."

THE POLO.

(Continued from page 4.)

danger. Naturally it took Major Lawder and his spirited partner some time to recover, and their support being very faulty, Messrs. Knoll and Landale were down the field, accompanied at a judicious distance by Captain Hattersly-Smith. Ere the final effort was made, the Major and Mr. Wyndham-Quinn were up again, but their mounts were spent, and the fourth goal was registered against Ireland. Mr. Knoll being responsible. Scores: The Rest 4; Ireland 1.

At the conclusion of the game, Miss Dione May presented the winning team with cabbages adorned with red which was in keeping with the colour worn by the team, while Major Lawder, she presented a bunch of carrots amid loud applause and laughter.

The riders then called for three cheers for Miss Dione May which were lustily given.

Among those present were His Excellency the Governor, and Lady May, with Miss Dione May, His Excellency Major General Kelly and Miss Kelly, Sir William and Lady Kees Davies, Mr. M. Ede. Mr. Eldon Potter, Mr. Bavis, Mr. H. P. White, Mr. G. K. Hall Bratton, M. and Miles Liebert and Mr. Sassoon.

Major Lawder's Opinion.

Interviewed after the game Major Lawder said that the Irish team was very poorly mounted and this, no doubt, had a great effect on the game.

Mr. Knoll's Comparisons.

We found Mr. Knoll brimming over with delight at winning, but at the same time anxious over his mounts, Sir Galahad and Snowflake, which were being attended to by his grooms. In the course of a conversation over the game he said that the Hon. Mr. Landale was a most efficient back and played a consistently good game. Captain Hattersly-Smith was never found wanting and played with rare dash. Mr. Smythe, on the whole, the Rest were the better team apart from the scoring, showing superior combination, and having a great advantage in being better mounted. Their ponies were much faster than their opponents'. Referring to Lieut. Wyndham-Quinn with enthusiasm, the little rider of local popularity, said that the capital game which Mr. Wyndham-Quinn played could not properly be estimated as he was very poorly backed up. Lieut. Wyndham-Quinn he said, played a remarkably fine game though not to his usual standard. Major Lawder was a clever and persevering back, but he, like the other members of the team, suffered through the want of speedy mounts. The Irish contingent did not play with combination, as the Rest did, but it could not be said that the polo played was particularly brilliant.

The gross takings were estimated amount to about \$700, and later an announcement will be made as to the sum available for the object for which the game was played.

The teams were:—

Ireland.

Back—Major Lawder.

No. 1—Lt. Forbes, R.N.

No. 2—Lt. Wyndham-Quinn.

No. 3—Captain Thomson, 18th L.I.

The Rest.

Back: Hon. Mr. David Landale.

No. 1: Capt. Hattersly-Smith.

No. 2: Mr. Knoll.

No. 3: Mr. V. Smythe.

ULU RANTAU RUBBER.

Outline of Company's Future Policy.

The eighth annual ordinary general meeting of the Ulu Rantau Rubber Estates Company Limited, was held on May 3, at the London Chamber of Commerce, Oxford Court, Cannon Street, E.C., Mr. A. A. Baumann (the chairman) presiding.

The Chairman said: Gentlemen, the profit and loss account for the year, after deducting estate and London expenditure, shows a credit balance of £11,574, to which has to be added the carry-forward from the previous year, viz., £5,440, making a total of £17,014 odd. We have already paid the shareholders two interim dividends of 5 per cent., and we now propose to pay you a final dividend of 20 per cent., making 30 per cent. for the year. This will absorb £6,586, and we then propose to add to the reserve account £2,000, and to carry-forward to next year £4,135. The quantity of rubber secured from 537 acres tapped amounted to 239,315 lbs., against an estimate of 240,000 lbs., and compared with an output for the previous year of 258,120 lbs. The cost of production, I am glad to say, has been substantially reduced. The f.o.b. cost of our rubber was £11.17d., as against £12.93d. in 1913. The freight, warehousing and selling charges were 1.37d., as compared with 2.40d. for the previous year. There is a new charge for war risk insurance of 33d., in regard to which I may say, in passing, that it was very lucky we effected that war risk insurance, because our friend the Emden sunk the Troilus, which had a shipment of our rubber on board. You will be glad to learn that we recovered, of course, the value of our cargo under that insurance. Continuing the analysis of the cost of production, the London expenses, including directors' fees and depreciation, amounted to £1,591., as compared with £1,424. in the previous year, bringing the all in cost to £12.49d., as compared with £12.67d. While I am on the subject of the all in cost I may say that in this company we pay no agent commission. The average gross selling price was 2s. 1.89d., as compared with 2s. 11.89d. obtained for the 1913 crop.

Future Development.

With regard to the future development and our planting programme, I may say that we intend to proceed cautiously, opening up a small amount at a time and carefully counting the cost, because it must be obvious to you that, with the present price of rubber, it is entirely a question of how much it costs to bring an acre into bearing as to whether it is worth while to go opening up fresh jungle. One of the most important points in regard to rubber companies at this time is, I think, the average productivity per acre, and, on this point, I think we may congratulate ourselves that Ulu Rantau is one of the most productive estates per acre in the Federated Malay States. Our average production per acre was 444 lbs. I do not think there is anything else in the report which calls for comment, but, of course, I shall be happy to answer any questions I may say that for the year 1915 we estimate for a crop of 250,000 lbs. I now beg to move that the accounts and the report be adopted; that a final dividend of 20 per cent., less income tax, making a total distribution of 30 per cent. for the year, be and is hereby payable on the issued capital of the company; that £3,000 be added to the reserve account, leaving £4,135 6s. 8d. to be carried forward to the next year. I will ask Mr. Nevett to second the resolution.

The Chairman said: The

Secretary of State for the Colonies states that the Governor-General of Nigeria has received a gift of £300 from the Native Council of Lokoja, which will be devoted towards the expenses of the campaign in the Cameroons. The gift was accompanied by an Arabic letter, of which the following is a translation:—

"From the Council of Lokoja to the Governor-General, Sir Frederick Lugard. Salutations. We are the people of Lokoja. We are the Servants of the King. We are not a great Province. We are a small town. The Emir gives great gifts. They are great people. We give a small gift. We are a small people. See now we give three hundred pounds from out of the Native Treasury. The King must use it as he sees fit to use it. We are the Servants of the King. This year the water will break our roads in the rain time. We will work with our hands and make all things again. No man will ask for payment. We know that our Native Treasury has given the money to the King. If the King makes war we follow him. We are Mohammedans, we pray that God may overthrow the enemies of the King."

In forwarding the gift, the Station Magistrate, Lokoja, wrote as follows:—

"Lokoja is essentially a town of traders, and my consciousness that it had suffered serious financial losses through decline of trade has held me back from proposing any local contribution to war funds. It was therefore with a feeling of profound gratification, not unmingled with surprise, that I received this offer."

Tod Sloan, Chauffeur.

Tod Sloan, once premier jockey of the world, now is a chauffeur, driving an automobile ambulance with the Red Cross corps of the French army. The former rider was manager of a cafe in Paris when war started and at once enlisted. "I was too light for heavy work and too heavy for light work, so they made me a chauffeur—and sometimes I'm a cook," says Sloan.

Mr. William Nevett seconded the resolution, which was carried unanimously.

Mr. Nevett then proposed that Mr. Arthur A. Baumann be re-elected a director to the company.

Mr. Richard W. Harrison seconded the resolution, which was unanimously agreed to.

On the motion of Mr. Wickwar, the auditors (Messrs. Leake and Company) were unanimously re-appointed.

The Chairman remarked that there was one other matter which he would like to mention. It was his personal opinion that directors of companies were not justified in making donations out of the funds of their companies to national charitable objects without the consent of the shareholders. It was all very well for a shareholder to contribute to the Prince of Wales's Fund or the Red Cross Society out of his own pocket, but he did not think directors were entitled to make such contributions unless with the consent of shareholders in an annual meeting. This was a small company, with a small capital, earning a small revenue, but he thought they might give £25 to the Red Cross Society, because he was afraid that society would, in the course of the next few months, need all the money it could get. Therefore, with the approval of the shareholders, the board proposed to give a donation of £25 to the Red Cross Society.

The proceedings then terminated with a vote of thanks to the chairman and directors.

NIGERIAN LOYALTY.

Native Address to Sir F. Lugard.

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PHILIPPINE LABOUR ASSEMBLY.

Vicente Sotto Appointed President.

The election of Vicente Sotto as president and the choice of Joaquin Balmori as secretary marked the inauguration of the First Labour Assembly of the Philippines held at the Zorilla theatre yesterday morning, which was attended by some 225 representatives of a score of the city's prominent labour organisations, says the Manila Bulletin of June 20.

The assembly, which is born as a result of the alleged political machinations connected with the election of officers at the Third Philippine Labour Congress more than a month ago, also adopted the regulations of the Labour Congress of Berlin, the most important specification of which is that which prescribes the eight-hour day, and just prior to adjournment it was unanimously resolved to send a cablegram to Mr. Samuel Gompers, president of the American Federation of Labour, informing him of the organization of the assembly and assuring him of the desire of the body to support the general principles of organised labour throughout the world.

After formally opening the assembly, Mr. Balmori who presided prior to the election of a permanent president, introduced Mr. Pedro Gil, editor of *Consolidacion Nacional* who spoke of the mission of labour. He emphasized the fact that the present labour assembly had not been organized for the purpose of rendering opposition to the Labour Congress, which is still in existence, but rather to co-operate with it to secure the emancipation of labour from the bonds now imposed upon it by capital. He also stressed the fact that there was to be absolutely nothing of a political nature in the assembly.

The election of officers followed the address of Mr. Gil, and was in its turn followed by a short speech in Tagalog delivered by Cirilo Nicolas, president of the Union de Trabajos de Filipinas. Mr. Nicolas complimented the assembly upon its choice of officers and bespoke for them the support of all the delegates present.

Mr. Isabelo de los Reyes of the municipal board was next introduced and proceeded to give his auditors some sound advice as to the course which they must pursue if desirous of accomplishing the ends for which the organisation stood. Economy was the keynote of his address, in which he urged the labourers to set aside something each day in order that their united means might enable them to secure the respectful attention of the representatives of capital. "Save something, don't gamble away your earnings on cockfight," was his parting shot.

The resolutions supporting the eight-hour day platform of the Berlin congress and providing for the dispatch of a cablegram to President Gompers closed the meeting.

KAISER'S BLUFF.

The *Journal de Paris* says: A Greek newspaper has published the following full text of a telegram from the German Emperor to his sister, the Queen of Greece: "Our offensive is advancing successfully on all fronts. On the Eastern front the Russians have lost since the beginning of the war more than 700,000 men, including 70,000 officers. On the Western front the French have had certain small successes at various spots, but with such great sacrifices that it would suit us perfectly if they gained a large number of similar successes. Our final victory is certain. Was to those who still dare to draw the sword against me! My compliments to King Constantine of Greece. The Emperor's brother-in-law."

THE HONGKONG TELEGRAPH

SECOND EXTRA

HONGKONG, THURSDAY, JUNE 24, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE POPE INTERVIEWED.

June 23, 6.45 a.m.
The Rome correspondent of the Paris *La Liberté* has interviewed the Pope. His Holiness defended his abstention from denouncing the revolting war crimes because he was unable to discuss the merits of the mutual accusations. The destruction of cathedrals and of Louvain library were abominations which he utterly condemned; but he would not pass judgment. "The Judge is Above." There was no more horrible crime than the sinking of the Lusitania, but His Holiness asked, Was a blockade which condemned millions of innocent people to starvation inspired by very humane principles?
On *La Liberté's* correspondent's commenting on the bad impression in France caused by the Vatican's efforts to keep Italy neutral, the Pope admitted that he was neutral because he was God's representative on earth. He wished to spare Italy the horrors of war; also war would endanger the interests of the Vatican. The hour had not arrived for him to take the initiative over peace, but he would feverishly watch for the opportunity to grasp the first hand extended.

SERGEANT O'LEARY, V.C.

June 23, 6.45 a.m.
The King this evening personally decorated Sergeant O'Leary with the Victoria Cross.

SUCCESSFUL BRITISH ASSAULT IN GALLIPOLI.

June 23, 3.30 a.m.
A Press Bureau's despatch from Headquarters at the Dardanelles, dated June 20, says:—
Yesterday evening the Turks expended four hundred and fifty high explosive shells on the left centre and were seen massing for an attack. The enemy's heart failed, and the attack degenerated into a fire action.

One of our brigades at 7.30 in the evening attacked a Turkish trench, but was unsuccessful. The Turks counter-attacked and effected a lodgment of their line on an awkward salient, captured by us on June 4. As the brigade was unable to recover the lost trench the 5th Royal Scots, assisted by a company of the Worcesters, came to help. This attack was brilliantly successful. The Turkish dead were estimated at three hundred in front of one brigade alone. Probably there were a thousand altogether.

Prisoners state that the Turks were amazed that their high explosive bombardment made so little impression; though the trenches were much damaged.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman, V. D. are as under.

Leave.
Lieut. H. C. Gray is granted leave of absence from 24.6.15 to 24.12.15.

Weekly Reports.
The weekly state is required at the Orderly Room not later than 5 p.m. to-morrow 25th inst.

Parades.
Parades for Friday, 25th inst., 5.30 p.m. Signalling Section—Squad Drill & Rifle Exercises at Headquarters. Corpl. Grimes R.E. will attend. Remainder Nil.

Detail.
On duty at Gun Club Hill, Kowloon—No. 2 Section Artillery Battery. Officer on duty, Capt. Murray Scott. On duty at Kowloon (Detention Camp)—H.K.V.R. Orderly Officer: Lieut. Kennett. Orderly Sergeant: Sergeant Frith.

Next for duty.
At Gun Club Hill 26th June to 3rd July—Centre Section M. G. Co. Officer on duty: Capt. G. G. Wood.
At Detention Camp.
June 28: Civil Service Company, June 28: Scouts Company, June 29: Scouts Company, June 30: No. 2 Section Art. Batty. July 1: No. 1 Section Art. Battery. July 2: Left Section M. G. Co.

Officer on Duty.
Lieut. Lindell, Lieut. Murphy, Capt. Stewart, Lieut. Weall, Lieut. Danby, Lieut. Kennett, Lieut. Rees.
Orderly Officer 26th June to 3rd July: Lieut. Wright.
Orderly Sergeant 26th June to 3rd July: Sergt. Crawford.

THE S.S. NUBIA.

Big Cargo of Opium Saved.
In the course of conversation with the Hon. Mr. Hewitt, this afternoon we were informed that a cargo of opium which the ship was carrying has been saved. There was not he said, any further information to hand at the moment, although he expressed anxiety with regard to a vessel being ashore outside the Colombo breakwater at this time of the year when there was danger of monsoons.

HONGKONG MAN A PRISONER.

Mr. Frank Loureiro among the Captured.

We greatly regret to learn that Mr. Frank Loureiro, whose family has been well known in Hongkong for many years past, is among those taken prisoner by the enemy.

Mr. Loureiro, who was born in Hongkong, went out to Canada some years ago to take up farming. When the war broke out he volunteered for the front and was member of the first contingent sent from Canada. The warmest sympathy with his mother and sisters will be felt throughout the Colony.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 23rd inst., and may be expected to arrive here on or about 15th July.

SOCIAL AMENITIES IN KOWLOON.

Lady Summoned and Bound Over.

This morning at the Police Court William Ward of the Naval Yard Police summoned Mrs. Cooper, of 5 Peking Road, for behaving in a disorderly manner, whereby a breach of the peace might have been occasioned.

Mr. R. C. Faithfull appeared for the defendant, who pleaded not guilty.

The complainant in the box informed the magistrate that on June 16 at about midnight he was in Canton Road with P. O. Wills. He, complainant was in a ricksha riding towards Yaumati; P. O. Wills was not going with him, but happened to be going up to the Water Police Station. He did not notice the defendant until she spoke to him. He then saw her walking in the road in the same direction as he was going and when he had passed her and the ladies she was walking with, she said to him "Pay for those flannel pants, I mended for you." Witness stopped his ricksha and got out but did not say anything to the defendant. He thought better of it and got back into his vehicle and drove off. The defendant said something else, but he did not hear what it was.

In answer to questions by Mr. Faithfull the complainant persisted that the defendant swore. He did not know what she meant about the trousers. The parties had at one time been very friendly and; they had called him "Wardy" and the defendant's husband had once had a pair of flannel trousers mended for him. He had had occasion to report the defendant's husband for being asleep on duty. Other evidence having been called in support of the complainant's case, the defendant went into the witness box and denied swearing. What she did say was "Pay for those flannel trousers that I have mended and be a man." The complainant was then only a few feet away. A lady was with her and also her children, and she would not use that kind of language before her children. There had been bad feeling between the parties since her husband had been reduced. P. O. John Delahunty heard the phrase mentioned by the complainant used but did not hear any swearing.

The magistrate bound the defendant over in a personal bond of \$100 and two sureties of a like amount each, to be of good behaviour for three months.

HARBOUR OFFENCES.

Before Commander C. W. Book with R. N., at the Marine Court this morning P. C. Ragg charged three boat-people, with unlawfully being the outside boats of more than five boats, lying alongside the s.s. Hopsang, thereby causing obstruction in the harbour on the 23rd inst. Defendants were fined \$5 each. Four boat-people were charged with unlawfully being in Causeway Bay, without permission, on the 24th inst.; the first second and third defendants were fined \$3 each, while the other was sentenced to three days hard labour.

Lance Sergeant W. R. Sutton, charged eight boat-people, with unlawfully being in Causeway Bay, without permission, on the 23rd inst. The seventh defendant was fined \$5, while the others were fined \$3 each.

Ho Kam, mistress of a passenger boat, charged Oheung Foo, master of the steam launch Yea Lee, with unlawfully failing to keep the rule of the road in the harbour on the 21st inst. A fine of \$30 was imposed.

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Servia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Servia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Servia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Mulhausen.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Soissons. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Mauvege taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims.

Sept. 22—German submarine sinks British cruisers Aboukir, Oressy, and Hogue.

Sept. 26—Indian troops land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Augustow.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Yser.

Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Warsaw ends in German defeat.

Oct. 27—Russians recapture Lodz and Radom.

Oct. 29—Turkish naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Ohili.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mine in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgrade. Gen. De Wet captured.

Dec. 3—Servians defeat Austrians in three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgrade.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20—Severe fighting on the line of the Bzura River.

Dec. 23—French Chamber votes war credit of \$340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Nieuport.

Jan. 1, 1915—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3-4—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 12—Turks occupy Tabriz. Count Berchtold resigns.

Jan. 19—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea: the Blucher sunk.

Jan. 26—Germans lose heavily at Givency and Oinchy.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 260 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 3-10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dresden sunk off Juan Fernandez Island.

March 16—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles.

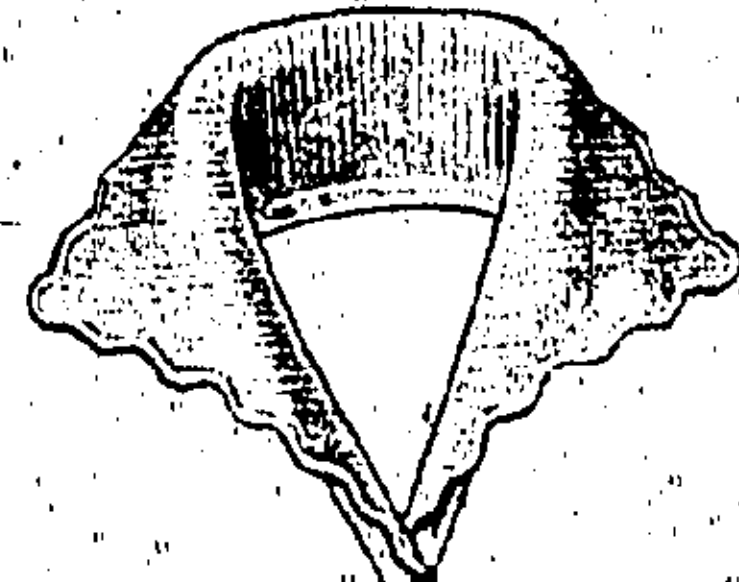
March 19—Russians enter Mamel.

March 21—Futile Zeppelin raid on Paris.

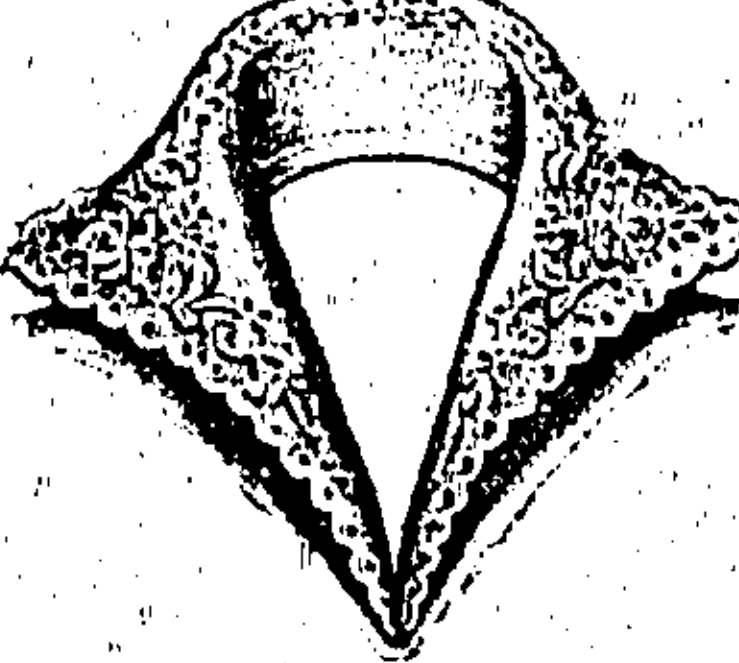
March 22—Przemysl surrenders to the Russians.

(Continued on page 10.)

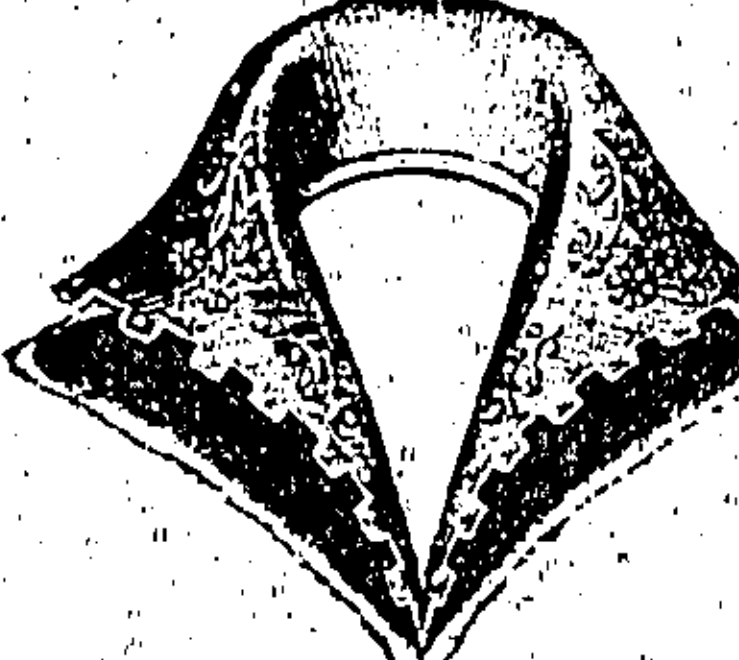
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NEW COLLARS.
White Pique Collars with Scalloped Edge Smart and Inexpensive.
Price 60 cts.



A Dainty White Muslin Collar.
A Dainty White Muslin Collar. Pretty Embroidered Fxact to Sketch.
Price 95 cts.



A VERY PRETTY PIQUE COLLAR.
Handsomely Embroidered, Fancy Edge.
Price \$1.25 each.

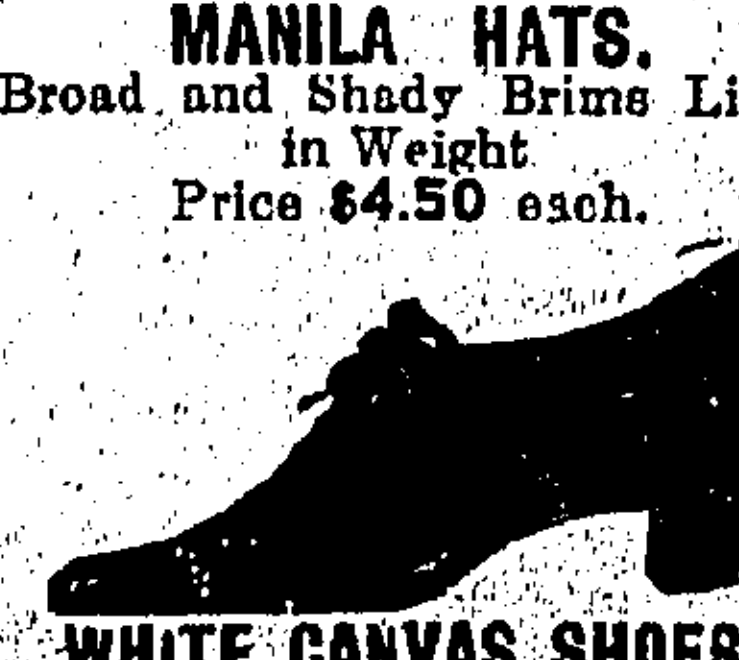
LISSUE HANDKERCHIEFS



Fine Lawn with Dainty Hemstitched Borders. Plain White or Fancy Indelible Colours.
Price \$3.50 Per Dozen.
Price Per each 35 cts.



New Embroidery Beadings Insertions and Edgings.
Price from 10 cts Per Yard.
New Veining.
Price 10 cts a Yard and Up.



MANILA HATS.
Broad and Shady Brims Light in Weight.
Price \$4.50 each.

WHITE CANVAS SHOES.
With Good Leather Walking Soles Covered Cuban Heels.
Price \$5.50 Per Pair.

WHITEAWAY, LAIDLAW & Co., Ltd.
20, DES VŒUX ROAD, HONGKONG.

CONSIGNEES

TOYO KISEN KAISHA.
a.s. "TENYO MARU."
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on June 24th, at noon, will be landed at Consignee's risk and expense, and delivery must then be taken the Company's Godown. Storage charges will be assessed on all Goods undelivered on 30th June at 5 p.m.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Godown, and examined on 30th June at 10 a.m.

No Claim will be recognised if filed after 7th July, 1915.

K. DOI,
Actg. Agent.
Hongkong, 23rd June, 1915.

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LTD.

NOTICE.

Owing to the increased cost of manufacture &c it has been decided to raise the price of Ice to 1 1/2 cents per lb. as from 1st July next.

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 16th June, 1915.

GANDE, PRICE & Co., Ltd.

Notice is hereby given that the Eighth Ordinary Annual Meeting of the Company will be held at the Company's Offices, 6 Queen's Road, Central, at 12 o'clock noon, on Monday, the 28th day of June, 1915, for the following purposes:—

- (1) To receive the Directors' Report and Accounts for the year 1914.
- (2) To re-elect Directors.
- (3) To re-elect Auditors and
- (4) To transact the ordinary business of the Company.

By Order,
S. C. PANG,
Secretary.
Hongkong, 19th June, 1915.

PEAK TRAMWAYS CO., LTD.

NOTICE.

May Road Station will be open for traffic on and after Thursday July 1st.

Single fares, from Upper or Lower Terminus 20 cents.

Season tickets available for three months between the Lower Terminus and May Road—can be obtained on application at the Company's office at the following rates.

Gentlemen ... \$20.00
Ladies ... 10.00
Children ... 5.00
JOHN D. HUMPHREYS & SON,
General Managers.

NOTICE

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS (\$16,000,000)

and
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above Loan are hereby notified that the Interest Instalment for the month of June amounting to Dollars One Hundred and Twenty Thousand (\$120,000), has been duly received by the undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector-General of Customs, and Vice-Chairman of the Bureau of National Loans.
Inspector-General of Customs.
Peking, 14th June, 1915.

NOTICES.

NOTICE.

THE 6% INTERNAL LOAN OF THE THIRD YEAR OF THE CHINESE REPUBLIC (1914).

The Public are hereby notified that the second payment of interest of the 6% Internal Loan of the third year of the Chinese Republic (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 30th June, 4th year of the Chinese Republic.
2. The organs authorised for the payment of interest: a. All Magistrates Yamen. b. The Head and Branch Offices of the Bank of China and of the Bank of Communications. c. The reliable agents of the above mentioned two banks. d. All Maritime Customs Offices.
3. The methods for the claiming of interest:

The Public when claiming for the interest must cut down the matured coupons and proceed to any of the above mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut down the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar" and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The blank coupon No. 1 of each bond must be cut down at the time when the coupon No. 2 is presented for payment in cash or for payment of land tax and to be handed over for cancellation together with coupon No. 2. The Public are requested to read over the detailed regulations governing the payment of interest which are obtainable at all authorised organs above mentioned.

By Order,

THE BUREAU OF NATIONAL LOANS.

KEROSENE OIL.

We guarantee all kerosene oil sold by us to be pure and unadulterated.

Present price,—

"COMET."

\$3.85 per case ex store.

"WHITE ROSE."

\$4.25 per case ex store.

CHING CHEONG,

168 Des Vœux Road, Cen. (2 blocks West of Cent. Market.)

KWONG YUEN,

91 Des Vœux Road, West.

BATHING TRIP TO MIRS BAY via KOWLOON CANTON RAILWAY.

A launch can now be hired from undersigned to leave Tai Po Pier, for any afternoon, after 3 o'clock.

Water and Bathing Beaches unexcelled.

Book early to avoid disappointment.

For terms apply to

H. A. LAMBERT,

4, Duddell St.

NOTICES.

AMERICANS

LIKE

PRINCE ALBERT CRIMP CUT.

BECAUSE

IT DOES NOT BITE THE TONGUE.

OBTAINABLE AT

HONGKONG CIGAR STORE.

BATHING

EVERY EVENING AT NORTH BEACH.

ICES.

Cold Minerals, Tea, Coffee, Cakes, &c.
Supplied from 4 p.m. daily at Hongkong prices.
With Best attendance.

THE ALEXANDRA CAFE CATERERS.

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home.

Price per single copy:—25 cents.

Annual Subscription:—\$13 (including postage \$17).

—PHOTOGRAPH—

The photograph on the current issue is a picture of a Reception of Chinese Athletes at the City Hall.

CONTENTS.

Day by Day	1-3	The Colony's Finances ...	32
Steamers	4	From the Pulpit	33-34
Passenger Lists	5	Catholic Union	34
Hotel Lists	6	Chinese Athletics	34-35
Correspondence	7	Sanitary Board	35
The Courts	8-12	The Hopsang Damaged	35
Leading Articles	13-18	Contemporary Opinion	36-37
Notes and Comments	19-23	In Aid of Hospitals	38
Special Articles	24-29	Hongkong Police Reserve	38
Sport	30	For the Belgian Relief	38-39
Prince of Wales' Fund	31	Motor Pilot Box for Hong-	39
Landladies	31	kong	39
Cigarette and Tobacco	32	Telegrams	39

NOTICE.

SILIMPON (SEBATTIK)

COAL.

The undersigned having been appointed Agents for the Cowie Harbour Coal Co., Ltd., are prepared to quote prices for best quality Silimpopon Coal trimmed into Bunkers at Sebatik or Sandakan (British North Borneo).

Silimpopon Coal compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at Sebatik or Sandakan, exclusively for Silimpopon Coal (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay, (Sebatik Harbour) Prices, and all other information concerning the Port can be had on application to the Agents.

BRADLEY & Co., Ltd.

Agents Cowie Harbour Coal Co., Ltd.

Hongkong, 8th June, 1915.

NOTICES.

CLEARANCE SALE

of
LAMPSHADES.

36% discount for CASH

at

KOMOR & KOMOR'S

Alexandra Buildings,

Des Vœux Road.

Hongkong, 23rd June, 1915.

SINCON & CO.

Established A. D. 1850.

IRON, STEEL, METAL, and HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Tin, Iron and Foundry Goods Importers. General Storekeepers and Shipchangers. From 85 and 87, King's Road, Street, 2nd Street, west of Central Market. Telephone No. 215.

Commercial.

S. Manchurian Traffic Returns.

Traffic returns for the last decade of March, marking the close of the last fiscal year, yielded the South Manchurian Railway Co. a daily average of ¥23,654, being an increase on the corresponding period of last year by ¥10,443. This would up the fiscal year just run with an increase of ¥1,393,194, over the preceding fiscal year. The total increase in the traffic receipts for the produce season from December, 1914, to March last reached ¥2,541,267. The *Manchuria Daily News* reports the approval of the proposed loan of ¥6,000,000 for making up the deficit in the Company's enterprise funds from the Tokyo Government. This loan will not be required probably before next autumn. Negotiations will be conducted to secure the best possible terms.

Whealock & Co.'s Coal Market Report.

Shanghai, 10th June, 1915.—Japan Coal:—There is no change to report since last writing; there has been little or no business done and the market has a weaker tendency in consequence; all the native dealers hesitate to make new contracts on account of the near approach of the rainy season when deliveries are more or less restricted. Stocks in Shanghai are fairly heavy and sufficient for some time to come, our quotations below must be considered nominal. In Japan the market is strong for first quality coals but weaker for seconds and dirt coals.

Fushun:—A certain amount of export is going on since the opening of the Liao River at Newchwang.

Kaiping:—There is a good demand for this coal at current rates and deliveries compare most favourably with those for the corresponding period of last year.

The War and the Cotton Market.

Professor Sydney J. Chapman of Manchester University (who, it may be recalled, was Chairman of the Economic Commission of Enquiry into Wages and Conditions of Labour in South Africa) has an article on the Cotton Market in the current number of the *Economic Journal* which serves a double purpose. It not only shows from intimate knowledge the intricate and complex character of the cotton trade as a subject of Imperial as well as national interest, it also explains the emergency measures which have been necessary since the outbreak of war, and whose main purpose, "at any rate at first, was the avoidance of wholesale bankruptcies and panic prices." Slackening in demand and the abnormal bulk of the forthcoming American crop, even without the war, must have had a detrimental effect on the trade. Professor Chapman examines in detail the technical reasons for closing the Cotton Exchange in August, and gives a history of the negotiations which were entered into for the purpose of reconciling the interests of Liverpool broker with those of Manchester spinner, and which led to the appeal for Government assistance and the re-opening of the Exchange, simultaneously with the American markets, in November. The method of Government aid was referred to at that time in these columns. Professor Chapman says that "the successive settlements on the Exchange were marked by a surprising absence of anything like disaster." The Government had secured an unqualified success, and "thus closed one of the most eventful chapters in the history of the cotton trade—and all's well that ends well." In a note added to the article, attention is drawn to other satisfactory features of the outlook, viz. the Egyptian Government's reduction of the cotton area, its support of certain firms in Alexandria, and the British loan of £5,000,000 in case of need; the steps taken to deal with the present large American crop; and the general financial scheme of assistance in India, embracing the cotton interest. The writer's final conclusion on the actual situation is that "cotton is now coming forward normally."

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

		S.-SELLERS		SA-SALES		B.-BUYERS		N.-NOMINAL				
STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914.		1914.		1915. 1915.		Last Dividend and Date.	
					Highest	Lowest	Highest	Lowest	Highest	Lowest		
Banks.												
H'kong & Shanghai Banking Corp.	\$820 ea. 276/-	120,000	\$125	all	855	July.	700	Oct.	820	790	{£2 3/- & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14	
Marine Insurances.												
Canton Insurance Office, Ltd.	365 b.	10,000	\$250	50	350	Dec.	305	Oct.	370	360	{Final of \$4 a/c 1913. Interim of \$18 a/c 1914.	
North China Ins. Co., Ltd.	170 b.	10,000	\$15	£5	145	May	133	Jan.	170	170	{Interim of 12 1/2 p.c. for 1914	
Union Ins. Society of C'nan, Ltd.	\$825 sa	12,400	\$250	100	847 1/2	April	700	Oct.	\$890	\$855	{Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914	
Yangtze Ins. Assoc. Ltd.	\$240 ex 73	12,000	\$100	60	210	April	192 1/2	Jan.	240	225	{Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914	
Fire Insurances.												
China Fire Ins. Co., Ltd.	\$147 b.	20,000	\$100	20	160	July	140	Oct.	147	130	{£9 for 1913	
H'kong Fire Ins. Co., Ltd.	\$395 b.	8,000	\$250	50	395	Feb.	368	April	395	385	{£27 for 1913	
Shipping.												
China & Manila S.S. Co., Ltd.	\$44.90 b.	30,000	\$25	all	10	Jan.	5 1/2	Dec.	4.90	4.80	{£1 for 1906	
Douglas Steamship Co., Ltd.	\$51 b.	20,000	\$80	all	36	Mar.	27 1/2	Nov.	51 1/2	45	{£3 for year ending 30.6.14	
Hongkong, C. & M.S.S. Co., Ltd.	\$22 s.	80,000	\$15	all	29 1/4	Jan.	22	Dec.	23	22	{Final of 40 cts. making 90 cts for year ending 31.12.14	
Indo-China Steam Navigation Co., Ltd.	\$102 b.	{ 60,000 £5 }		all	79	Jan.	50	Sept.	101	96	{Final of 3 1/2 making 6 1/2 on preferred shares & 5 1/2 on deferred shares for year 1913	
Shell T'port & Trading Co., Ltd.	\$2/5	3,797,610	£1	all	106 1/2	Feb.	70 1/2	Sept.	94 1/2	92 1/2	{Interim of 1/- a/c 1914 C.No. 23	
Star Ferry Company, Ltd.	\$37 s. ex div. s.	40,000	\$10	all	49	Mar.	40	Nov.	37	37	{£1.70 per share and bonus of 30 cents per share for year ending 30/4/14	
Refineries.												
China Sugar Refining Co., Ltd.	\$115 1/2 b.	20,000	\$100	all	96 1/2	Feb.	70	Nov.	117	111	{£3 for 1912	
Luzon Sugar Refining Co., Ltd.	\$32 b.	7,000	\$100	all	31	Jan.	17	Dec.	31	27 1/2	{£3 for 1897	
Mining.												
Kailan Mining Admin'n.	32/- s.	1,000,000	£1	all	41/-	Feb.	33 1/2	Dec.	33 1/2	32/-	{Final of 5 % Coupon No. 4 making 10 % for year ending 30/6/14	
Raub Australian Gold Mining Co., Ltd.	\$3.75 b.	200,000	£1	all	310	Jan.	130	Nov.	375	360	{1/2 for 1909	
Tromps Mines Ltd.	32/6 s.	160,000	£1	all	39 1/2	Feb.	19 1/2	Nov.	32 1/2	32 1/2	{1/- mak. 7/6 a/c 1913	
Docks, Wharves and Godowns &c.												
H'kong & K.W. & C. Co., Ltd.	\$46 1/2 b.	60,000	\$50	all	69	Jan.	73	Nov.	72	68	{£3.50 for year 1914	
H'kong & W'pan D. Co., Ltd.	\$62 1/2 b.	60,000	\$50	all	77	Jan.	53	Oct.	63 1/2	57	{£3 dividend for year 1914	
S'hai Dock & Eng. Co., Ltd.	\$51 1/2 b.	55,700	£100	all	60	July	50	Dec.	52	51	{Tls. 5 for 1913	
S'hai & H'kew W. Co., Ltd.	\$83 b.	36,000	£100	all	169	Jan.	82 1/2	Dec.	85	80	{Tls. 5 for 1914	
Lands, Hotels and Buildings.												
Anglo French Lands	\$94 b.	13,000	£100	£100	128	July	120	Dec.	116	112	{Tls. 6 1/2 for year ending 29.2.14	
H'kong Hotel Co., Ltd.	\$116 b.	20,000	\$50	50	117 1/2	July	98	Nov.	108 1/2	108	{£2.50 for half year ending 31/12/14	
H'kong Land Investment Co.	\$108 b.	50,000	\$100	all	117 1/2	July	98	Nov.	108 1/2	108	{£3 for year ending 31/12/14	
H'phreys Estate & F. Co., Ltd.	\$6.80 b.	150,000	\$10	all	94 1/2	Jan.	7	Nov.	7	6.80	{45 cents for year 1914	
K'loon Land & Building Co., Ltd.	\$40 b.	6,000	\$50	£0	45 1/2	Jan.	44	Feb.	40	40	{£3 for 1914	
Shanghai Lands	\$105 b.	78,000	£50	all	98	Dec.	89	Oct.	106	101	{Final of 6 p.c. making 12 p.c. for 1914	
West Point Building Co., Ltd.	\$71 b.	10,000	\$100	all	73	June	66	Feb.	71	70	{£2.25 for half year ending 31.12.14	
H'kong Central Estates	\$100 b.	10,000	\$100	all	160				160	100	{£4.09 for 7 months ending 31.12.14	
Cotton Mills.												
Ewo Cotton S. & W. Co., Ltd.	\$164 b.	20,000	£50	all	138	July	135	May	164	152 1/2	{Tls. 12 for year ending 31.10.14	
Hongkong Cotton Co.	\$77 sa. & b.	126,000	\$10	all	83 1/2	Mar.	7	June	7.40	7	{50 cents 31.7.08	
Kung Yik	\$13.90 b.	75,000	£10	all	144	Jan.	11	Mar.	143 1/2	139 1/2	{Tls. 1.20 for year ending 30.11.14	
Laou Kung Mow	\$87 b.	8,000	£100	all	110	Feb.	70	May	89	86	{Tls. 12 for 1913	
Shanghai Cottons in S'hai	\$59 s.	40,000	£50	all	135	Feb.	70	Nov.	99 1/2	97 1/2	{Div. Tls. 6 Bonus Tls. 4 Extra Bonus Tls. 1 year end 30.6.14	
Miscellaneous.												
China Porcel Company, Ltd.	\$10 s.	60,000	\$12	all	12	May	10	Dec.	10	10	{35 cents for 1914	
China Light & Power Co., Ltd.	\$4 1/4 s.	10,000	\$5	all	4.50	July	4	April	4 1/4	4 1/4	{6% for year ending 28.2.06	
Do. (Spec. shares)	\$4 1/4 s.	50,000	\$1	all	9	Jan.	7	Nov.	8 1/2	8.00	{70 cts. for 1914	
China Prov. L. & M. Co., Ltd.	\$3 b.	125,000	\$10	all	39	June	35	Aug.	34	34	{£1.50 for year ending 31.7.14	
Dairy Farm Company, Ltd.	\$34 b.	40,000	\$3	all	6.90	Jan.	5	Dec.	6.90	6.70	{50 cts. for 1914	
Green Island Cement Co., Ltd.	\$6.80 sa.	400,000	\$10	all	49	Jan.	36	Nov.	39 1/2	39	{£2.00 per share for 1914	
Hongkong Electric Co., Ltd.	\$39 1/2 b.	60,000	\$10	all	17 1/2	July	17 1/2	Dec.	18 1/2	18 1/2	{Final of \$1 making \$2 for 1914	
Hongkong Ice Co., Ltd.	\$184 s.	6,000	\$25	all	25	June	22	Apr.	26 1/2	26 1/2	{Final div. of 6d. making 7d per share for 1913	
Hongkong Rope Mfg. Co., Ltd.	\$26 1/2 s.	60,000	\$10	all	13 1/2	July	7 1/2	Feb.	5.20	5	{Interim of T. 1 making T. 2 a/c 1913	
Hongkong Tramway Co., Ltd.	\$5.15 b.	325,000	5/-	all	64 1/2	Mar.	28	Dec.	42	39	{70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15	
Langkats	\$38 1/2 b.	250,000	£10	all	10 1/2	Jan.	9 1/2	June	10	10	{None	
Peak Tramway Co., Ltd. (Old)	\$9.30 x div. (New) 80 cts. b.	50,000	\$10	all	93	Jan.	75	Dec.	81	80	{£1.50 for 1910.	
Philippines Ld.	\$4 b.	75,000	\$10	all	10				10	10	{None	
H. Price & Co., Ltd.	\$5 b.	12,000	\$10	all	10				10	10	{None	
Societates Pulper et Papier-teries du Tonkin	\$20 b.	13,200	\$50	all	500	June	4	Nov.	3 1/2	3.00	{35 cts. for year ending 31.5.14	
Steam Laundry Co., Ltd.	\$3.10 b.	20,000	\$5	all	22 1/4	Feb.	17	Jan.	17	16 1/2	{£1.00 per share for year ending 31.12.1914	
Union Water-boat Co., Ltd.	\$17 b.	27,723	\$10	all	6.90	Dec.	6.60	Dec.	6.60	6.50	{x div. 60 cts. for 1914	
Watson and Co., Ltd.	\$6 1/2 b.	90,000	\$10	all	8 1/2	April	6 1/2	Dec.	6 1/2	6	{30 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14	
William Powell, Limited.	\$6 1/2 b.	31,000	\$7	all	9 1/2	Jan.	6 1/2	Dec.	6 1/2	6	{£1. Interim a/c year 31.8.14	
S. C. Morning Post	\$29 b.	6,000	\$25	all	30	June	92	Dec.	29	29	{None	

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, JUNE 24, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling.	
T/T 1/9 7/16	
Demand 1/9 1/2	
30 d/s 1/9 7/16	
60 d/s 1/9 5/16	
4 m/s 1/9 11/16	
T/T Shanghai 78 1/2	
Private 30 d/s sight	
T/T Singapore 78 1/2	
T/T Japan 8 1/2	
T/T India 135 1/2	

Demand India 135 1/2	
T/T Bombay 135 1/2	
Demand Bombay 135 1/2	
T/T Calcutta 135 1/2	
Demand Calcutta 135 1/2	
T/T San F'co & N.Y. 42 1/2	
Demand New York 42 7/8	
T/T Java 107 1/2	
T/T Marks Nom.	
Demand Germany 24 1/2	

T/T France 230 1/2	
Demand Paris 231	
On Haiphong 8 1/4 prom.	
On Saigon 8	
On Bangkok 86	
Buying.	
4 m/s L/C 1/10 1/16	
4 m/s D.P. 1/10 3/16	
6 m/s L/C 1/10 5/16	
30 d/s S'ney & M. 1/10 5/16	
30 d/s San F'co & N.Y. 44 1/4	
4 m/s Marks Nom.	
4 m/s France 24 1/2	

6 m/s. France 246 1/2	
Gold Leaf per tael \$57.90	
Sovereign \$11.05 nom.	
Bar Silver ready 23 1/8	
forward 23 1/8	

SUBSIDIARY COINS.

Discount per \$100:	
Chinese 20 cts. pieces \$19 5/8	
Chinese 10 cts. pieces \$19 5/8	
Hongkong 20 cts. pieces \$ 8 5/8	
Hongkong 10 cts. pieces \$ 8 5/8	

24th June.

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Offices between the hours of 9 a.m. and 1 p.m. and 2 to 4 p.m. daily.

OPIUM QUOTATIONS.

Malwa, New \$9.100 per c.	
Malwa, Old 9.200	
Patna, New 9.325 per c.	
Patna, Old 9.200	
Benares, New 9.050	
Benares, Old 8.950	

THE ALEXANDRA CAFE
Cannot be beaten. If Equalled
For Bread Cakes, Confectionery
and meals with Wines & Liquors.

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.
BRANCHES:

BOMBAY. LONDON.
CALCUTTA. MANILA.
CANTON. PANAMA.
CEBU. PEKING.
COLON. SAN FRANCISCO.
HANKOW. SHANGHAI.
HONGKONG. SINGAPORE.
Kobe. YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$1,120,000
(U.S. Gold) \$7,370,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,600,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1890

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

